

# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. XVII. No. 1.

CHICAGO, ILL., JULY 10, 1906.

PRICE \$1.50 PER YEAR.  
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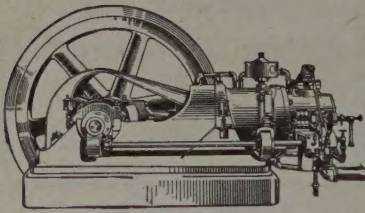
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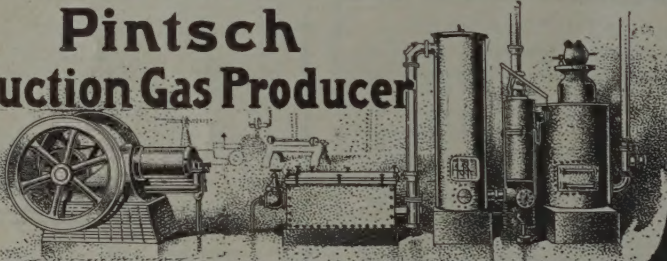
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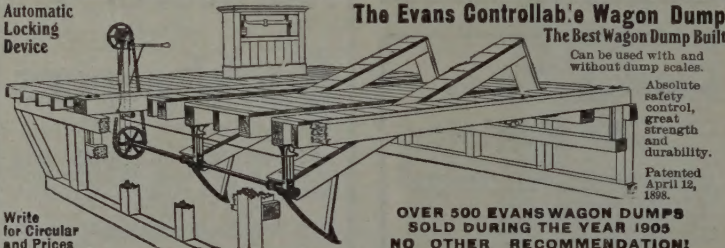
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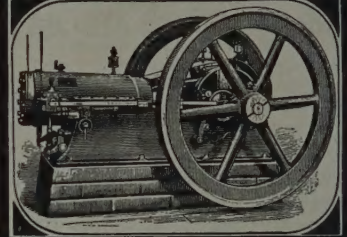
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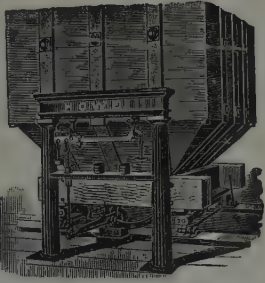
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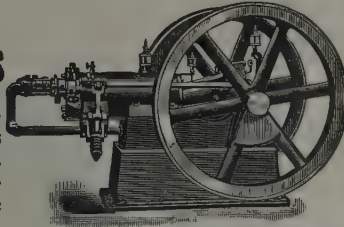


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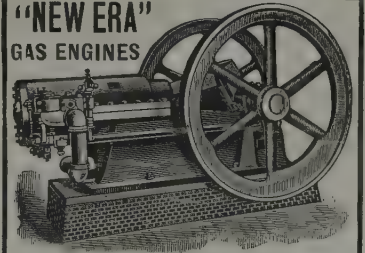
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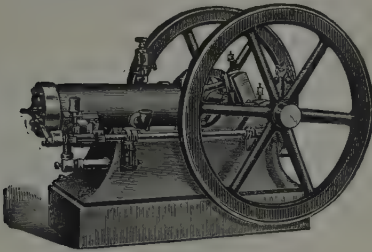
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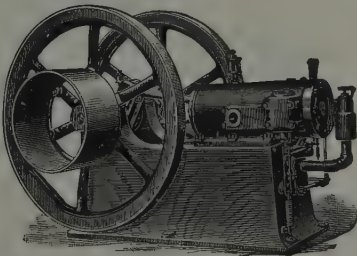
The Naugatuck News, Naugatuck, Conn., writing for supplies, incidentally remarks: "The engine has been a fine one, in fact the best investment we ever made." Surely a splendid tribute to pay to a piece of machinery. "Otto" design, "Otto" materials and "Otto" workmanship combine to make "Otto" excellence. "Otto" engines can never be "cheap" yet are always the CHEAPEST.



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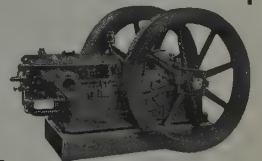
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The letter from Mr. Mitchell is one among many we are daily receiving and all have a word of praise for the "Daisy" Car Loader. Why? Because it is the best and does just as we recommend. Sent on trial upon request.

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I have used your Daisy Grain Loader for about 4 months and I am perfectly satisfied with it, as I have got better grading on my grain since using it. I find it a light-running machine and just as you recommend it.

Yours truly,  
J. D. MITCHELL.

**WELGE & LILLY, - Maroa, Ill.**

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On Cards

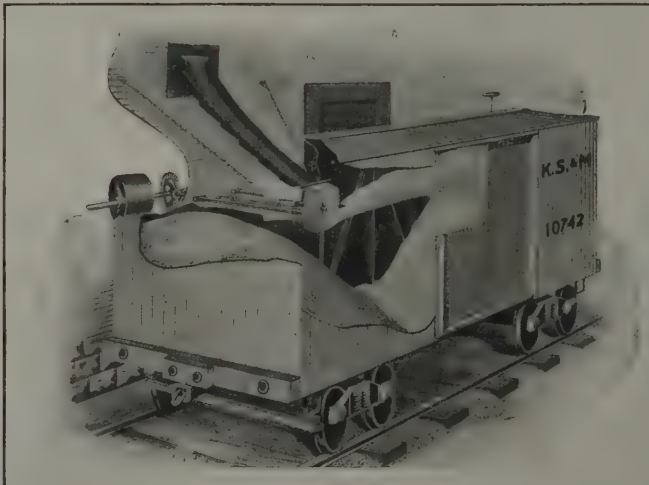
Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

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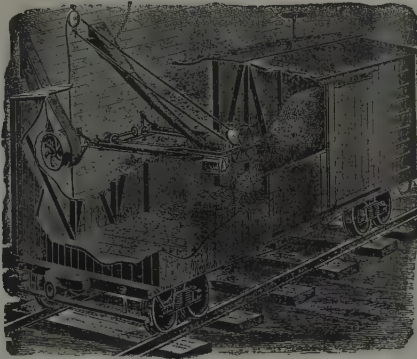
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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best lined ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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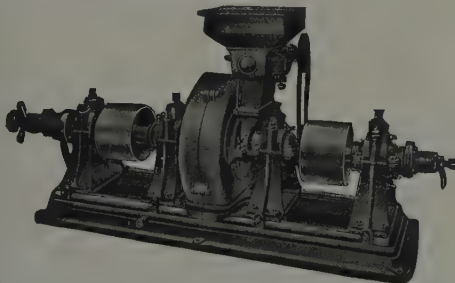


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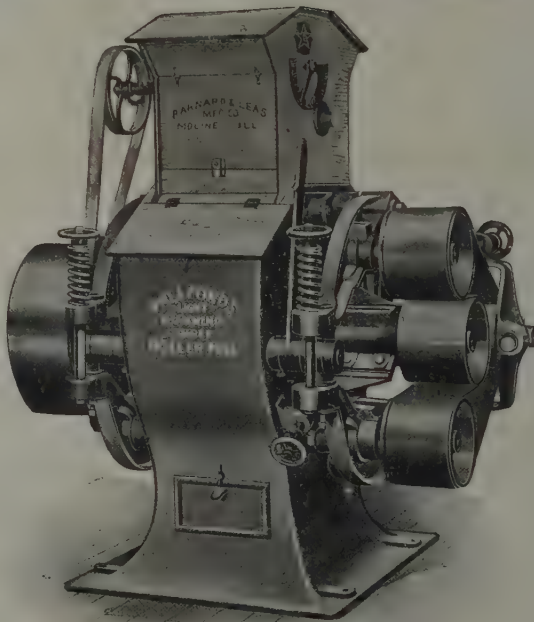
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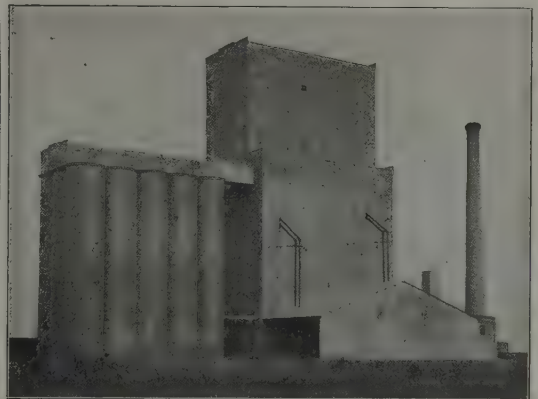
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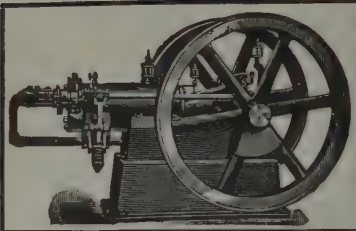
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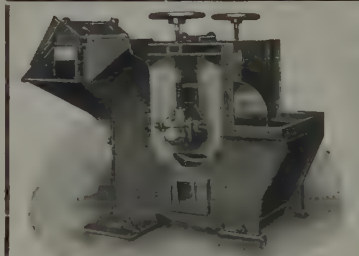
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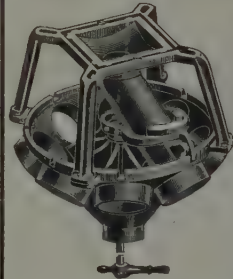
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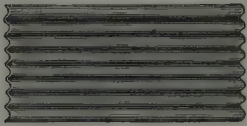


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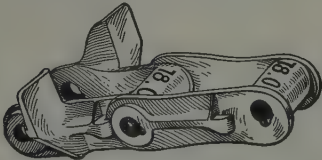
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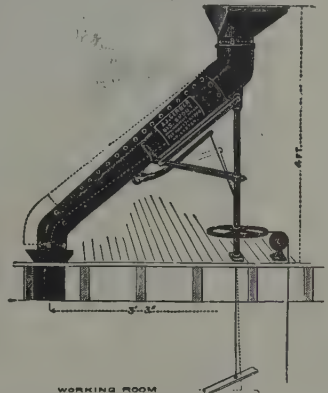
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Knickerbocker Dust Collectors

## INVESTIGATE

and you will find that the GERBER IMPROVED DISTRIBUTING SPOUT is universally used in elevators. Why? Because it is a time and labor saver, is well made and lasts a life time,

For particulars write

J. J. GERBER  
MINNEAPOLIS, MINN.



### Buffalo Grain Testers

INDICATE

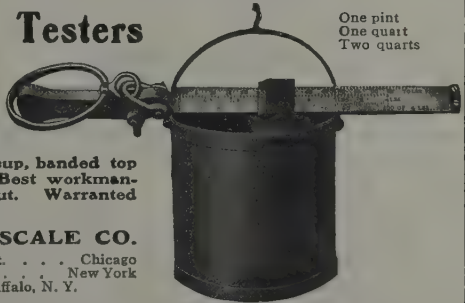
- 1st The number of pounds a sample will weigh to the bushel
- 2d The exact weight of the sample
- 3d The per cent of loss after cleaning



Heavy brass cup, banded top and bottom. Best workmanship throughout. Warranted U. S. Standard

BUFFALO SCALE CO.

249 So. Jefferson St. . . . Chicago  
122 Liberty St. . . . New York  
Works Buffalo, N. Y.

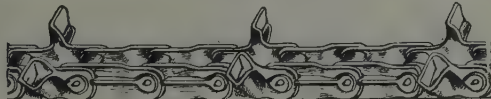


One pint  
One quart  
Two quarts

B. S. C. DRAG CHAIN PATENTED for conveying and feeding THE U. S. CORN SHELLER PATENTED



No. 26-77 for Ear Corn



No. 28-77 for Small Grain

B. S. CONSTANT CO.,

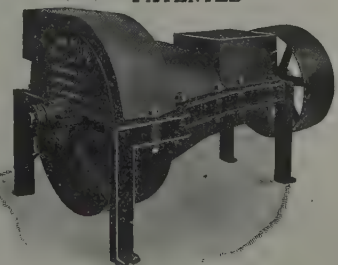
is the only way to handle ear corn satisfactorily.

Strong and durable.

No pit or tank.

Less power and space.

Saves you money when installing and afterwards when repairs are needed. Try them and be convinced.



Circulars and Prices sent on request . . . .

BLOOMINGTON, ILL.



# The "Giant" Bean Picker



The Giant Picker will pay for itself in 90 days under favorable conditions. Almost any grade of beans, picking two to three pounds, can be sold as hand picked stock, after passing over the Giant. A five-lb. picker can be reduced to 2½ lbs. and a ten-lb. picker to 5 lbs., and often less and heavier pick stock in proportion.

What does this mean in dollars and cents?

A bean that picks 2 lbs. costs \$34.50 per car to pick by hand. A Giant Picker will do it for \$4.50, leaving a profit of \$30.00 per car to be credited to the Giant Picker. On a bean that picks as high as 10 lbs. the Giant will take out 5 lbs., running the stock 20 bu. per hour, or 1,000 lbs. of culls in ten hours. Is it any wonder that many dealers use from four to eight Giant Pickers in their elevator?

CATALOGUE AND FULL PARTICULARS  
UPON APPLICATION.

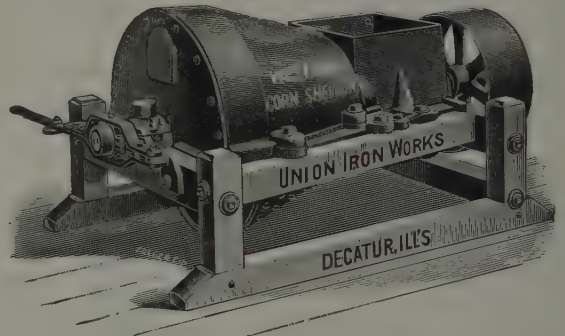
**A. T. FERRELL & CO., Saginaw, W. S., Mich.**

## "Western" Warehouse Shellers and Cleaners

Manufactured Exclusively by

**UNION IRON WORKS**

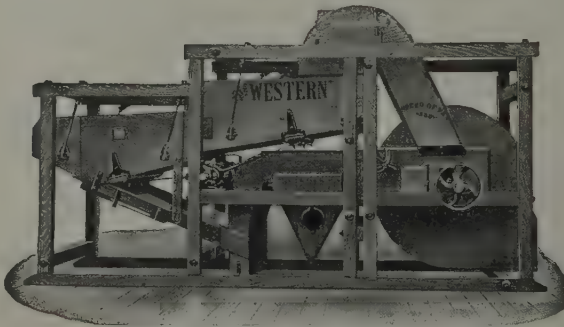
DECATUR, ILL.



WE MAKE A SPECIALTY OF

## Elevator Machinery

of all kinds including Elevator Heads and Boots, Cast Iron Boots, Ball-bearing Turn Heads, Pulleys, Sprocket Wheels, Shafting Boxes, Collars, etc. We also manufacture the "WESTERN" FRICTION CLUTCH. It has no equal. : : ; : :



WRITE FOR CATALOG AND PRICES

Complete Stock carried in Kansas City, Missouri, 1221-1223 Union Avenue.

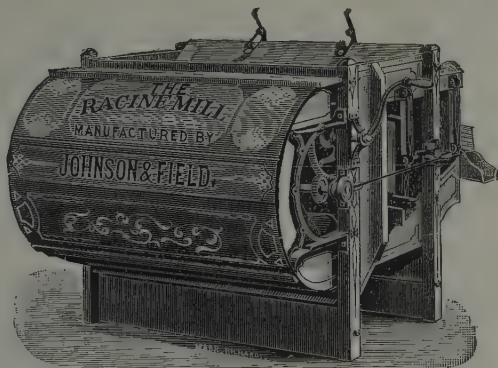


## YOUR GRAIN

will always grade if cleaned with a

### Racine Dustless Separator

because it has both a blast and a suction which, working together, produces results that would be impossible with a machine having only blast or only suction.



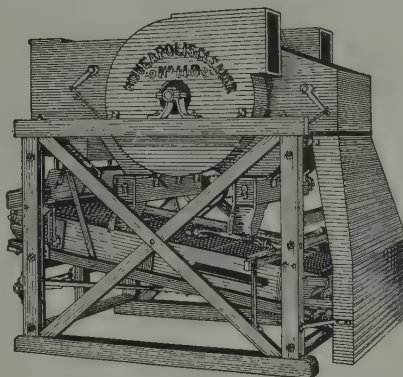
Write for information about the finest line of warehouse mills made in the world and get a fine rubber dating stamp free.

**JOHNSON & FIELD MFG. CO., Racine, Wis.**  
Manufacturers of Farm and Warehouse Mills

## Combination Cleaner

Grain or Flax

**2 MACHINES IN 1**



By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

**J. L. OWENS COMPANY**  
615 Superior St., Minneapolis, Minn.

## For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

**The cost for advertising is 15c per line**

## AIR DRIED GRAIN

(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

### "Ellis Grain Drier"

**Macdonald Engineering Co.**  
Sole Manufacturers  
549-553 Monadnock Building, Chicago

**ELEVATORS FOR SALE.**

FINE ELEVATOR and grain business for sale. Worth getting after quick. Apply N. Bentz, Nokomis, Ill.

ELEVATOR and stock business for sale, or will sell ½ interest in same, located in Minn. Address Box T, Clinton, Minn.

FOR SALE—ELEVATORS AND MILLS in the Hard Winter Wheat belt. Address The Culver Brokerage Co., Wichita, Kans.

FOR SALE—My elevators at Green Valley and Ruthon on Gt. N. Ry., in Southwestern Minn. Address Walter Parks, Airlie, Minn.

ELEVATORS FOR SALE in corn belt of Illinois and Indiana. All worth the money asked. Address James M. Maguire, Campus, Ill.

IOWA ELEVATORS for sale. A small line of good elevators in oats territory in Iowa. Address Oats, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and lumber yard in corn belt of Iowa for sale. Good reasons for selling. Address J. S. C. Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator located on Wash; storage capacity 60,000 bus.; good grain point. Address G, Box 12, Grain Dealers Journal, Chicago, Ill.

MY ½ INTEREST in up to date elevator for sale. Feed, coal and seed business in connection. Address W. R. Laughlin, Box 345, Beatrice, Neb.

MUST SELL elevator, belonging to estate in the corn belt of Ill. Station handling 6 to 700,000. Possession at once. C. A. Gale, Executor, Weldon, Ill.

FOR SALE—The best paying small elevator with hay, potato and fruit business in Michigan. Address Ling, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10,000 bushel elevator located on Monon; 100,000 bushel grain point. Fine retail business; no competition. Address Box 245, Rossville, Ind.

TWO ELEVATORS on Southern Minn. Division of the St. Paul Road for sale. A snap for some one. Address L. E. W., Box 1, Grain Dealers Journal, Chicago, Ill.

MINNESOTA ELEVATORS for sale. Three desirable elevators situated on the same road in central Minnesota. Address Market, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—15,000 bushel elevator in Central Nebraska; hopper scales; Fairbanks engine. All in excellent condition. Address Yes, Box 8, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR and coal business in N. W. Ia. for sale, or exchange for good land. Give full description of land. Address D, Box 12, Grain Dealers Journal, Chicago, Ill.

GOOD 10,000 bu. elevator and fine residence property for sale. Good country and territory, and wonderful crop prospects. Live stock business on side. Price \$6,000.00. E. Daniels, Jr., Sulphur Springs, Iowa.

**ELEVATORS FOR SALE.**

BUY my line of 4 elevators, \$12,000; good condition, up to date; make money every year. Owner quitting business. Dirt cheap; on F. Ft. W. & W. Wire date. John A. Rice, Frankfort, Ind.

GOOD ELEVATOR for sale, 18,000 bushels capacity; 2 dumps; 8 h. p. gas engine. Mill feed, seeds, salt and good coal business; good location. B. C. Bell, Geneva, Franklin Co., Iowa.

NINE ELEVATORS in southeastern Iowa on the C., B. & Q. R. R. for sale. Total storage capacity 200,000 bushels. For further information apply to H. D. Everingham, Fort Madison, Iowa.

ELEVATOR FOR SALE. 15,000 bushels capacity, located in Darke County, Ohio; good crop prospects. Best of reasons for selling. Address Darke, Box 1, Grain Dealers Journal, Chicago.

WELL EQUIPPED grain elevator in the best grain section of Ohio for sale. Two railroads. Established business of 25 years. Handles 150 to 200 cars annually. Address Asa Little, Xenia, Ohio.

A NEW 20,000 bu. elevator for sale; located on the M. P. R. R. in Mo.; modern in every respect; only elevator in town. Good reason for selling. Address Bern, Box 12, Grain Dealers Journal, Chicago.

WHO wants the best elevator in the land, 60 square miles Ty. L. E. & W., Central Ind., \$20,000? Or a fine elevator, got 260,000 bushels this crop, Ill., blk. land, Van R. R., \$14,000? John A. Rice, Frankfort, Ind.

ELEVATOR PLANT located on main line P. M. Ry. in Central Michigan for sale. Good grain, bean, potato and fruit section. Best of reasons for selling. Address Clyde, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in Western Illinois; in good wheat country; fine crops; modern in every respect, built a year ago. Reason for selling—other business interests. Price right. Address E. E. Hollister, Quincy, Ill.

NEW 1,500 bu. elevator in Western Iowa for sale; also good building site near same location; no competition. \$3,500. Good reasons for selling. Address Dodge, Box 1, Grain Dealers Journal, Chicago, Ill.

GRAIN AND HAY business of 750 car loads yearly, in Western Ohio. Fine elevator and two dwellings; on East and West Railroad. \$13,500. Good time if necessary. No finer opening in Ohio. Address Lock Box 72, Sidney, O.

A RELIABLE commission house knows of an opportunity for a good man with \$5,000 to \$15,000 in a profitable elevator line. Can furnish active and experienced partner. Address Hugh, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE. A paying line of elevators, including well equipped cleaning house, in the corn and oat belt of Iowa. Also a few more houses in Western Iowa, Northern Minnesota and Eastern North Dakota. H. A. Wernli, 713 Chamber of Commerce, Minneapolis, Minn.

**ELEVATORS FOR SALE.**

TWO ILLINOIS ELEVATORS for sale within one hundred miles of Chicago that will handle 400,000 bushels annually; good money makers. Write at once to James M. Maguire, Campus, Ill.

ELEVATOR and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good elevator on the line of C. & Milwaukee R. R., at Woodward, Iowa. All in good working order and doing good business. Reason for selling: death of owner. Inviting terms will be named. Address Thos. Holmes, Stuart, Ia.

FOR SALE—Three small elevators on Chicago Great Western Railway in Southern Minnesota, well located and in good running order. Easy terms to right party. Address THE JOHN MILLER CO., Chamber of Commerce, Minneapolis, Minn.

FOR SALE—A line of twenty elevators in best grain section of Kansas, along the line of Missouri Pacific. Close at once; owner desires to retire on account of health. Immediate answer. Address Kansas City, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—HAY, GRAIN AND PRODUCE business in up to date town of 3,000 in Northern Indiana. Building and location the best. Can combine with another profitable line. A bargain. Address S. W., Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator in one of the best cities of 12,000 population in Illinois. Best location in City. Has always done fine business. One of the best chances ever offered. Price and full information on application. Address C. E. W., Box 1, Grain Dealers Journal, Chicago, Ill.

ON ACCOUNT of retiring from business, owners offer for sale their entire line of country elevators including valuable transfer house at Savanna, Ill. Can give possession August 1st. Parties interested please communicate with A. E. Phillips, 218 La Salle St., Chicago, Ill.

FOR SALE OR TRADE for Kansas, Oklahoma or Missouri land, one of the best elevators in N. E. Kansas. Has steam power, sheller, cleaner and hopper scales; has handled 300,000 bushels of grain in one year; good coal and feed trade. One of the best paying propositions in the State. Address Near, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL BUSINESS for sale; located in one of the finest grain belts in Iowa; the only elevator in town, has a capacity of 20,000 bushels; equipped with very good machinery; a 25 horse steam power; new 6 horse International gasoline power; cylinder corn sheller; scientific mill, large oat clipper, cleaning mill, hopper scale, two platform scales, a car loader and cribs for 5,000 bushels corn. A good paying business. Good reason for selling. Can give possession at once. Write if you are looking for a good place. Address D. D., Box 8, Grain Dealers Journal, Chicago, Illinois.



## ELEVATORS FOR SALE.

ELEVATOR AND COAL business in Ohio for sale; new building; well equipped with new and modern machinery; gasoline power; own ground and side track; is a good paying business; good reasons for selling. If you mean business write, as it will be sold. Address John, Box 12, Grain Dealers Journal, Chicago.

WELL EQUIPPED ELEVATOR located at Conway Springs, Sumner Co. Suitable for handling both local and transit business. Power scoops, car lot hopper scales, cleaners, etc.; 75 h. p. steam plant; first class condition. Some cash, balance payments and long time to suit. One of best wheat counties in Kansas; some corn and oats also. Address H. L. Strong Grain Co., Kansas City, Mo.

## ELEVATORS WANTED.

Will buy an elevator. Send description and price. R. R. Gill, Wooster, O.

WANTED to lease good elevator. Ohio preferred. Address 352 King Ave., Columbus, Ohio.

ELEVATOR in Minn. wanted for Southern Minn. land. Address C. E. Fletcher, Clinton, Minn.

ELEVATOR wanted to rent—well equipped plant in good territory. S. W. I., Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR wanted, handling at least 200,000 bus. annually, in good town in Iowa, South Dakota or Illinois. Address M. Peterson, Pomeroy, Iowa.

WANTED—To buy an elevator doing good business in good town, or would rent line of elevators with privilege of buying. Address 1638 E Ave., Cedar Rapids, Iowa.

HAVE several buyers for elevators receiving 200,000 bushels. What have you, quick? Full particulars first letter. Also for small houses or leases. John A. Rice, Frankfort, Ind.

ELEVATOR WANTED—Want to buy one or two grain elevators in good grain points. Give price and good description first letter. Address Cash, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED: in western Iowa, southeast Dakota and Nebraska. Give particulars regarding competition and station receipts and kind of elevators. Address T, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—to trade the Commercial Hotel, Spencer, Ia., a good 35 room hostelry, for elevators well located in Minn. or S. D. Must be tributary to Minneapolis. Address Hotel, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy one or more good elevators in Central Indiana, must be well located and doing a fine business. We will pay cash. Give full description and price with first letter. Address Goodrich Bros. Hay & Grain Co., Winchester, Ind.

## SITUATIONS WANTED.

EXPERIENCED man wants position in elevator. Best of reference. Address Wm. Snyder, Box 344, Peterson, Ia.

POSITION WANTED—Know two-thirds of the grain men of Illinois. Best references. Address G. J. S., 410 W. North St., Pontiac, Ill.

SITUATION WANTED—By young man with experience as manager of an elevator. Best of references. Can speak three languages. Address H. Smith, 1821 N., Cedar Falls, Iowa.

SITUATION WANTED as manager of a country grain business, with experience in lumber and grain. Best references. Address A. L. V., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—as buyer for an elevator or grain mill. Have had fourteen years experience. Best of reference. Address Station, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As manager of country elevator or solicitor on road by man with 16 years' experience in the grain business. Best of reference. Address J. W., Lock Box 24, Rolfe, Ia.

SITUATION WANTED—By young man having practical and thorough experience in the grain business. Present contract expires July 1. Address P. S. W., Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED—As agent in some country elevator. Have had 15 years' experience in the grain business in North Dakota. I can furnish best of references. Address C. H. Hancock, Delta, Ohio.

POSITIONS WANTED — By all around grain man as bookkeeper or manager of grain business. Good accountant, sober, industrious and very ambitious. Give me a trial. Address Elmo, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain house, any capacity. Have traveling and office experience. Am now cash man for large house on Merchants' Exchange, St. Louis. Good reasons for changing. Address X. Y. Z., Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION as buyer for country elevator wanted. Understand steam and gasoline engines; 12 years experience; first class judge of barley. No. 1 references. Address F. H. Leu, 1053 10th Ave., East, Cedar Rapids, Iowa.

SITUATION WANTED—As traveling solicitor for some good firm. Experienced. Have personal acquaintance with grain shippers in the wheat territory of Illinois and Indiana. References furnished. Address W. S. Nelson, Jacksonville, Ill.

GRAIN. BROKERAGE AND COMMISSION MEN—my specialty, expert telegraph operator; rapid on typewriter; traveled on road ten years; manager and board of trade experience; best references. Give me a trial. Address H. M. Talcott, 714½ Francis St., St. Joseph, Mo.

## SITUATIONS WANTED.

SITUATION WANTED—As traveling solicitor, representing grain commission firm. Address Lock Box 17, Nema-ha, Iowa.

WANTED—Position by young man as bookkeeper or manager of grain business. Highest references in every particular. Address Frank, Box 12, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

THREE grain buyers for Southwest Minnesota wanted. Give full particulars. Address X. Y., Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—An experienced buyer for a country station in Nebraska. State age, experience and salary expected. Address with references S, Box 1, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

PARTNER WANTED — Business Chance—Active partner wanted in an established grain commission business; \$5,000 cash required. Address R. W. H., Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED—A man to take thirty or forty shares at \$100.00 each in an up to date elevator and seventy-five barrel mill in Eastern Indiana; good grain country. Address Shares, Box 12, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

WILL sell all or half to manager best paying 200 bbl. flour mill in No. Texas. W. H. Sartain, Cuero, Tex.

GOOD 70 BBL. MILL, steam power, 80 horse engine, plansifter, scalper; all in good repair; working order with 10,000 bu. elevator annexed at St. Lawrence, S. D., Box 13.

A 75 barrel STEAM FLOUR mill, on 2 railroads, for sale or trade for farm. Nordyke & Marmon machinery, all in good order. Good wheat country. Address CHARLES REBER, WEST LIBERTY, ILL.

FOR SALE—50 bbl. full roller mill and warehouse of about 25 cars capacity, also heavy team, 3 wagons and harness; only mill in town of 5,000 and said to be best town of its size on earth. Will sell very reasonable. Address E. Roome, 502 Main St., Sistersville, W. Va.

## Magnificent Water Power Site for Flouring Mill.

We have a magnificent water power site for lease. will generate fifty to seventy-five horse power, the fall is about twenty-seven feet, and rent very reasonable. We keep up the power and all expenses, furnish the water and the ground. The location is at Milton, Indiana, there having been a flouring mill there for forty years, but it recently burned. For further information write to

Connersville Hydraulic Co.  
Connersville, Indiana.

## SHIPPERS

are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

**ENGINES FOR SALE.**

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

GASOLINE ENGINE, "Superior," 20 to 25 h. p. Thoroughly rebuilt at factory. Stock & Sons, Hillsdale, Mich.

FOR SALE—12 h. p. Callahan gasoline engine. In good condition. Price, \$200. Reed-Bear Grain Co., Hicksville, O.

**NO PACKING.**

The Capital Gas & Gasoline engines are made without packing. Mfg. by C. H. A. Dissinger & Bro., Wrightsville, Pa.

FOR SALE—One second hand gas engine in good order, 35 to 40 h. p.; double cylinder, vertical. Made by the Marinett Iron Works. Daly & Anderson, 74 W. Monroe St., Chicago, Ill.

IT PAYS to buy a good engine; assume no risks. We can furnish you new improved Witte engines at figures that suit. Write us for catalog. Address Witte Iron Works Company, 520 West 5th Street, Kansas City, Mo.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

**FOR SALE.**

1 6 h. p. Webster in good condition, \$175.

1 10 h. p. Thompson-Lewis, fair condition, \$175.

1 5 h. p. Charter old style, good condition. Will sell very cheap.

Lennox Machine Co.  
307 3rd St., South. Minneapolis, Minn.

**GASOLINE ENGINES FOR SALE..**

1—15 h. p. Lambert gasoline engine \$250.00

1—15 h. p. Foss gasoline engine.. 300.00

1—12 h. p. Foss gasoline engine.. 250.00

1—7½ h. p. Webster gasoline engine used 30 days ..... 300.00

1—5 h. p. Webster gasoline engine used 30 days ..... 200.00

1—3 h. p. Fairbanks gasoline engine 75.00

1—3 h. p. Webster gasoline engine ..... 60.00

ALLEN P. ELY & CO.,  
1110 DOUGLAS ST., OMAHA, NEB.

**MISCELLANEOUS.**

ADDRESS WANTED OF M. E. Donahoe, formerly at Ponca City and Cleveland, Okla. Address C. D., Box 1, Grain Dealers Journal, Chicago, Ill.

John A. Rice, INDIANAS' ELEVATOR BROKER, Frankfort, Ind. Square deals. Commissions only. Never tire working for your interests. Both buyers and sellers get best I have. List and buy of me.

FOR RENT, trade, sell, or run on joint—a 100 barrel flour mill in first class running order, and corn meal and grain elevator; in Southeastern Neb., where wheat and all crops are good. Box 151, Tecumseh, Neb.

**MISCELLANEOUS FOR SALE.**

FOR SALE—One thirty-five horse power engine, one thirty inch stone burr and one Smith flour purifier. Address W. D. Rapp & Son, Sabina, Ohio.

CARD INDEX CABINETS at a bargain. 6 dwr. Globe \$5.10; 9 dwr. Library Bureau \$9; 12 dwr. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

FOR SALE—1 flax seed tester, 1 No. 1 Giant flax mill, 1-8,000 lb. Fairbanks hopper scale and hopper, 1 No. 00 end shaker and dustless grain separator, 1-20 h. p. steam engine. Address F. H. Hoerman & Co., Washington, Kans.

FOR SALE—A 25 h. p. steam engine; 11½" 12" and 56" 10" 4 ply rubber belt; elevator cups, 6x11; 80" screw conveyor; 3-12" turn heads; 12" belt clamps, some pulleys, shafting, gear wheels, chain belt, sprocket wheels and dump irons. All in good working order. A bargain. Address P. O. Box 829, Morris, Ill.

FOR SALE—One iron frame carpuller with 9"x20" capstan, 28"x12" driving pulley, 7"x4" pinion, with jaw clutch 28"x4", gear suitable for pulling eight or ten cars in a straight track. One No. 99 Barnard & Leas special elevator separator. Both of these machines for sale cheap for cash. Good as new. C. D. Stephens, Engineer, 960 Monadnock Bldg., Chicago, Ill.

**SPECIAL BARGAINS.**

Brass grain testers, shellers, cleaners, crushers, feed and attrition mills, dust collectors, separators, scourers, oat clipper, steam cornmeal dryers and elevator specialties and machinery of all kinds. If you have not got what you want, know where to get it. Write for circulars, A. S. Garman Sons, Akron, Ohio.

**FOR SALE**

6 Odell roller mills double,  
100 h. p. B. & W. water tube boiler,  
4—½ ft. burr mill,  
4 No. 2 Smith purifiers,  
1 Centrifugal flour dressing machine,  
28 elevator boots and heads with legs,  
belts and buckets complete,  
1 pair Howe 60 bushel hopper scales,  
2 flour packers,  
126 iron pulleys, various sizes,  
110 bevel and spear gears, various sizes.  
Lot of shafting, bearings, couplings, etc.  
All of above very cheap.

CHAS. F. SHERRIFF CO.,  
11 Jackson Bldg. Pittsburgh, Pa

SECOND HAND machinery and belting f. o. b. cars here.

1—25 h. p. Fire Box boiler, good condition ..... \$100.00

1—15 h. p. old style engine, good running condition ..... 50.00

1—No. 4½ Western combined sheller and cleaner combined, good as new ..... 50.00

1—Daisy car loader 900 bu. capacity, good as new ..... 40.00

120 ft. 12 inch rubber belt used as drag, not very good ..... 10.00

60 ft. 12 inch rubber belt with 11x5 ear corn elevator buckets, fair condition ..... 10.00

A lot of iron pulleys cheap. Price and size upon application. T. W. King & Son, Wabash, Ind.

**MACHINES FOR SALE.**

MARSEILLES PORTABLE ELEVATOR for sale. Address E. I. King & Co., Logan, Kans.

NEW No. 1 Little Victor sheller and cleaner combined, f. o. b., Sheldon, N. D. Price \$40. Address Sheldon Roller Mills, Sheldon, N. D.

VICTOR CORN SHELLER NO. 0, capacity 200 to 300 bu. per hour; for sale cheap. Address Nat. Box 7, Grain Dealers Journal, Chicago, Ill.

**FOR SALE.**

1 No. 1 Wilford 3 roll feed mill.

1 No. 2 Wilford 3 roll feed mill.

Lennox Machine Co.,  
307 3rd St., South. Minneapolis, Minn.

FOR SALE—Two 12 inch double needle screen invincible grain separators 88 No. 4 and 88 No. 5½. Both in first class condition. Need the room for other machinery. Address Young, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One 7x18 two pair high corn roller, just as good as new; been run about six months. Made by the Great Western Mfg. Co., Leavenworth, Kans. Price \$150.00. Address Andrew O. Crist, Pond Creek, Okla.

FOR SALE—One attrition mill manufactured by The Foss Mfg. Co., Springfield, Ohio, nearly new. Size No. 13½. 24 inch plates, with reversed drive and upright cob crusher. This outfit will be sold cheap. Address Taylor, Box 11, Grain Dealers Journal, Chicago.

**SCALES FOR SALE.**

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FOR SALE—One 2 bushel imported automatic scale owned by one of our customers who replaced it with a Richardson of larger size. Scale in good order and for sale cheap. Address Richardson Scale Co., Chicago, Ill.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

STANDARD SCALES OF RECOGNIZED MERIT.

We meet every requirement of the best of the GRAIN TRADE. We are not controlled by, or in any way connected with, the "MONSTER" SCALE TRUST. Des Moines Scale & Mfg. Co., Des Moines, Iowa.

**MISCELLANEOUS.**

CIPHER CODE WANTED—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Code, Box 4, Grain Dealers Journal, Chicago, Ill.



## ENGINES AND BOILERS.

FOR SALE—One 20 h. p. Erie engine and 25 h. p. boiler guaranteed to be in good running condition; will sell cheap if sold at once. The Jacob Myers Elevator Co., Francesville, Ind.

One Houston Stanwood-Gamble engine, 14X20, 60 h. p. One boiler 120 h. p. 74-4" flues. One pump 6X8. One boiler feed heater; one smoke stack; one fire front, grate bars, pipe connections. Carrington, Patten & Co., 403 Board of Trade, Kansas City, Mo.

FOR SALE—Four Murray horizontal boilers 72"x21'6", with 70 best lapwelded 4" flues; three in use three years and one two and one-half years. Recent inspection shows up perfect order. 125 pounds pressure permitted, will carry more. Write owners for full particulars and prices. Address Douglas & Co., Cedar Rapids, Iowa.

## MISCELLANEOUS.

WRITE FOR my list of Ohio elevators. Aaron Smick, Decatur, Ill.

IF YOU want to sell your elevators, and they are worth the money asked, list them with James M. Maguire, Campus, Ill.

NAMES WANTED of mills or jobbers who deal in COTTON SEED MEAL. Address Eastern, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE CHEAP. A good second hand furnace (hard coal burner) with registers and basement piping; sufficiently large to heat a 12 room house. Address Furnace, Box 12, Grain Dealers Journal, Chicago, Ill.

HOME, barn and outbuildings, 3 lots 150x150, south front on thru street in Tipton, the most prosperous and progressive county seat of Eastern Iowa, for sale at a bargain. Address C. S. Clark, 7130 Princeton Ave., Chicago, Ill.

FOR SALE—A nice, clean, small stock of garden and field seeds, fixtures and cleaning outfit with clipper mill. Stock and fixtures would invoice about \$3,000. Cash sales since Feb. 1, 06, \$4,500. Located in a nice city without a competitor. Might trade for a small farm. If interested write to Jim, Box 1, Grain Dealers Journal, Chicago.

## ELEVATORS BOUGHT AND SOLD.

Elevators and mills bought, sold and exchanged. If you want to sell your elevator or mill or will exchange for a good improved farm we can dispose of it for you. We have some fine bargains in elevators for sale and exchange. Employers who want help, or elevator men who want positions should write us. Iowa Mill & Elevator Brokers, Independence, Iowa.

## Secured Position.

Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal located me in a good position; and I have had several offers of good positions since from the advertisement.

## GRAIN WANTED.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

PURE white corn wanted. Must be dry and free from yellow. Send average sample and get bid. Address Buffalo Cereal Co., Buffalo, N. Y.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

WANTED KAFFIR CORN and buckwheat screenings suitable for poultry, ear lots or mixed cars, also Russian speltz wheat. Send samples and prices f. o. b. Chicago. Address S. W. Edwards & Son, Chicago, Ill.

## SEEDS FOR SALE.

WINTER wheat, 60 bushels per acre. Catalog and samples free. Salzer Seed Co., Box A. C., La Crosse, Wis.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

## SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

## GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

## BAGS WANTED.

SECOND HAND BAGS wanted. Will buy any kind, any quantity, anywhere. I pay freight. Write for prices. Geo. T. King, Richmond, Va.

## BRAN WANTED.

WANTED several cars of fancy winter bran and fancy flour middlings delivered at Utica, N. Y. Prices wanted for immediate delivery or future options. Address Justin A. Auert, Deerfield, N. Y.

## HAY WANTED.

HAY AND STRAW wanted. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

THREE CARS choice new clover hay wanted. Address Geo. Hess, Jr., 707 Tacoma Bldg., Chicago, Ill.

WE WANT your shipments. It will pay you to send for our market report if you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

## MISCELLANEOUS.

SHIPPERS AND RECEIVERS will be permitted to subscribe for a limited number of shares of stock in an incorporated wholesale hay and grain company of Pennsylvania at \$10.00 per share. Address Opportunity, Box 1, Grain Dealers Journal, Chicago, Ill.

## CLARK'S CAR REGISTER

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14 1/4 in. No. 40 contains spaces for 9,000 cars, \$1.50 No. 42 contains spaces for 17,000 cars, \$2.50  
GRAIN DEALERS COMPANY  
255 La Salle St., Chicago



**Quality**

**Economy**

We make bags so good that our customers are glad to get more. And our prices are the lowest.  
MILWAUKEE BAG CO., Milwaukee, Wis.



## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and  $\frac{50}{100}$  Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator  
.....bus.

State.....

## The Ohio Corn Sheller

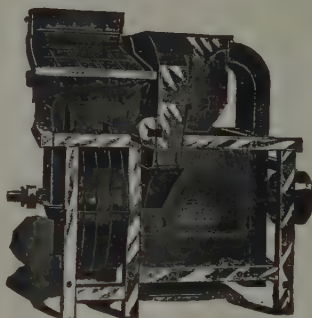
Is made for hard work. Will last a lifetime. Shells clean, does not crack the corn or break the cob. Will shell to its rated capacity. All you can ask of any sheller and more than you get from most shellers.



We can equip your new elevator complete from cupola to pit, and make prompt shipment too. Write us.

**The Philip Smith Co.**  
SIDNEY, OHIO

## INVINCIBLE OAT CLIPPER



This is the way it earns money for you.

1. Less power used.
2. Capacity greatest for power and space used.
3. Life of Machine longer.
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5. Better quality of work done.

*It excels all on these points.*

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

**Invincible Grain Cleaner Co.**  
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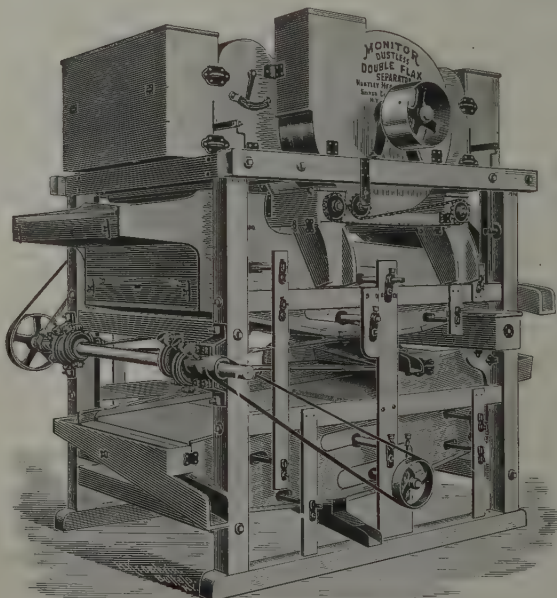
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## IT WILL PAY YOU TO CLEAN YOUR FLAX

The screenings, entirely free of flax will net you a handsome sum; amply sufficient to pay for installing this

### Monitor Dustless Double Flax Separator Style A



Monitor Dustless Double Flax Separator—Style A.

Two complete and separate machines in one frame, driven from one belt. Flax, wheat or other grain can be cleaned separately on Separator at the same time. Two stakers, each having a separate feed hopper situated at each end of the machine. Positive results and satisfaction are guaranteed in the use of this machine.

### Read This Endorsement of Monitor Flax Machines.

Minneapolis, Minn., May 24, 1904.  
Huntley Mfg. Co., Silver Creek, N. Y.  
Gentlemen:—We have been using your Flax Cleaners at the different Linseed Oil Mills we have been running for the past six years and have not had an idle hour on their account in all that time, neither have we had any expense attached to them in the way of breakage. They are always ready to do their work and the capacity is unlimited.  
We have used reels and various flax cleaners for the past 15 years and all of them are failures when compared to yours.  
We wish to compliment you on how well your machine is balanced, as the knock and jar to most cleaners is enough to drive one out of business.  
Very respectfully yours,  
DANIELS LINSEED CO.

Our new Catalogue sent on application.

**HUNTLEY MFG. COMPANY,**  
SILVER CREEK, NEW YORK

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JOURNAL BY THE AMERICAN  
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## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month

by the

### Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,  
Manager.

#### Subscription Rates

To United States, Canada, and Mexico One Year \$1.50; Six Months 75 cents.  
To Foreign Countries within the Postal Union, postage prepaid, \$2.00 per year.  
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#### The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as  
Second-Class Matter.

CHICAGO, ILL., JULY 10, 1906.

GRAIN bot right is already sold at a profit.

THE 1906 convention days for the grain trade are over, much to the regret of the dealers who missed the meetings.

GIVE at least as much attention to the grade of grain when buying as when selling. It will reduce your losses if not increase your profits.

GRAIN CARS may soon be so scarce shippers will be accepting any old worn out box to get their grain started to market. Don't do it even tho you have money to burn. Insist upon having a good car or accept none and thereby promote carriers' interests as well as your own.

A GREAT deal has been said about the injustice of the so-called release clause, which railroad companies insert in their leases; but there is something to be said on the other side. When a man erects an elevator or any other building near a railroad track, and covers it with a shingle roof, it looks as though he were placing a chip on his shoulder. Of course, when roofs are forty or more feet high, they are usually out of the reach of sparks; but the low shingle roof is dangerous all the time. Before building an elevator give the roofing some consideration. Don't use a shingle roof because your great-grandfather did; but look into some of the patent roofings and see if they are not just as good.

WHEN installing a gasoline engine, both the feed and drain pipe should connect with the top of the tank, and both pipes should slant from the engine to the tank. This is elementary in the installation of a gasoline engine, yet the pipes are often put in just the opposite way, and the fire hazard is unnecessarily increased. How is yours?

MORE and more shippers are tacking placards to both grain doors of each shipment giving the weight and the test weight. This enables weighman at destination to detect error or shortage immediately and determine its cause before the identity of grain has been lost on the car removed. It is always a good practice where grain is to be weighed at destination by disinterested official weighmen.

WHY is it that the Bear who is always struggling for lower prices is so very unpopular, while the Bull, the champion of the highest possible prices and then some, is always spoken of with favor? If it were not for the Bear the Bull would run away with the market and then break his legs trying to go faster. Were it not for the much maligned Bear the Bull would have the market in a panic all the time.

GOVERNMENT crop reports have, after careful investigation, been found to be almost worthless. Yet Congress seems content to continue in the same old way regardless of the report of the Keep Commission. By turning over the \$250,000, annually wasted on free seeds to the careful collection and compilation of good crop reports, Congress would do the country two good turns at the same move. The country needs reliable crop reports,

THE resolutions adopted at the annual meetings of the Iowa and Tri-State grain dealers ass'ns and published in the Journal for May 25 continue to attract the attention of the entire trade as they truly merit. If you have not read them, in the interest of your business you should retire to your sanctum sanctorium and peruse them carefully. Then let the trade know your views thru the "Letters from Dealers" columns of the Grain Dealers Journal.

REBATE givers and takers are being discovered and fined heavily in such numbers as to cause even the suggestion of such a grant to be followed quickly by pulling down of hat brims and a turning up of coat collars. Every shipper wants the favor, but inasmuch as the largest patron is sure to capture the largest rebate and thus crush out the small, all prefer the abolition of discrimination of every character. A square deal for all is the only hope of the small shipper, but will benefit the railroads as much as them.

RYE promises to make more trouble than ever for shippers of wheat to Kansas markets, as the State Grain Commission which fixes the grades has promised to penalize rye in wheat. The millers are naturally and properly opposed to the mixture and will have it outlawed if possible, hence it behooves grain shippers to discount wheat containing rye enough to protect themselves. Do not expect to sell on as easy grading as you buy on.

A RAILROAD president under oath before the Railroad Commission of Indiana has admitted his inability to explain how freight rates are made and guessed that "they are determined by intuition." Any one who has studied a map of the Central Traffic Ass'n showing the percentage of the Chicago to seaboard rate granted the different sections knows full well that the intuition or whatever influence made them was badly warped by the sunshine of various interests. That map casts a sarcastic reflection upon the much boasted ability of railway officials in the "science of rate making."

STOCK fire insurance companies became so greedy in Western Canada that the owners of country elevators have finally been forced to protect themselves by carrying their own insurance. No sooner did the members of the Northwest Grain Dealers Ass'n having headquarters at Winnipeg decide to organize a mutual fire insurance company for insuring their grain elevators than the stock companies offered to make reductions of 40 and then 10 per cent of the premium which they have been collecting. The elevators of Western Canada are iron clad and well protected from fire, so it should be an easy matter for owners to effect a large saving in the cost of insurance. The stock companies have been carrying the business at a large profit as is evidenced by a statement of losses compiled by Secy. Fowler of the Ass'n.

INDIANA shippers are collecting evidence thru their various Ass'ns to show the losses suffered by the merchants of the state owing to the failure of the railroads of the state to furnish cars when needed. A carefully compiled correct statement would no doubt amaze the railroad managers as well as the shippers. This applies with special force to grain shippers who could not obtain cars and were forced to suspend buying while farmers hauled their grain elsewhere. Their elevators full of grain declined in price and deteriorated in quality, yet the carriers persistently ignored their requests for cars that they might supply the demands of thru shippers from western points. The more Ass'ns co-operate to promote the common cause of members the greater benefits will they bring to members.

## A SHIPPERS B/L NEEDED.

The railroads' hope of a 20 per cent B/L seems to have been blasted by the Railroad Rate Law recently enacted, the bankers' B/L, which is designed to protect their negotiability, is still hung up in a committee room at Washington, but the shippers B/L, which is designed to protect the property rights of the owner as well as guard the interests of the banker and respect the rights of the carrier, has not yet made its appearance, principally because shippers are too modest to express their wants above a whisper. They seem to fear carriers will immediately refuse to serve them if they make a determined demand for proper protection of their property, when, on the contrary, carriers will respect them all the more when their case is a just one.

Read over the discussion of this subject at the annual meetings of the Ohio Grain Dirs. and the Nat'l Hay Ass'ns, think about it and then write your representatives in Congress regarding the shippers' rights in the matter.

## WANT BETTER PRICES FOR OFF-GRADES.

Off-grades have caused much grief to Ohio shippers as is evidenced by the discussion published with the account of their annual meeting elsewhere in this number. They maintain the track buyer ignores their interests in fixing the value of shipments which fail to grade contract without asking for bids on the grain in the open market. They can prevent the sacrifice of their off-grade grain by refusing to sell on track except that off-grades be sold in the open market for their account.

If shippers prefer, most of the track buyers will heed their wishes and turn the off-grades over to their favorite commission man. Then will they be sure to receive the full market value on day of arrival. Many shippers who have given this plan a good trial; credit it with being by far the most satisfactory.

As a rule track buyers bid for a grade with the expectation of receiving a goodly percentage of the "or better" grain at the same price, and off-grades at a sacrifice, but they bid up with this expectation.

## CHECK INSPECTORS.

Check inspectors in terminal markets, as proposed by the Indiana Ass'n, to guard the interests of country shippers, would surely prove of advantage to the shippers and result in more careful and uniform work by the inspectors. The greatest advantage to shippers would be in that their check inspectors would lead them to take a greater interest in the varying rules and methods of inspecting grain.

A little study will convince them of the

futility of ever securing absolutely uniform grading under the present system and prompt them to insist upon the grading of grain being reduced to an exact science more in keeping with modern business methods. The grading of grain now depends entirely upon human judgment just as it did when men first attempted to grade grain fifty years ago.

Let the matter be actively agitated until some change is made, for without change the trade can not hope for progress. When the grading is reduced to an exact science shipper can more accurately determine the grade at time of shipment and be less often disappointed by the returns from shipment. He would then buy more intelligently and profitably.

## AUDITORS NOT NEEDED, NOR WANTED.

Policy-holders in mutual fire insurance companies have no need of special auditing committees to investigate the insurance companies and we doubt very much if they would be recognized by the mill mutuals if appointed by the president of the Millers National Federation, as is now contemplated. Policy-holders will always have their full say in the management of each mutual company in which they hold a policy, but the fact must not be overlooked that all the members of the Federation or for that matter all the policy-holders in any of the mill mutuals are not interested in any other mill mutual. The officers of one mill mutual in justice to their policy-holders could not permit a committee of meddlers from another mutual to cast suspicion upon its stability by investigating its methods or accounts, but policy-holders investigations of their own companies will always be welcomed.

From the beginning of mutual insurance it has been the custom of policy-holders to sign their proxies to the secretary of the company, hence it ill becomes them now to complain of one man power. In most cases they voluntarily gave it to him unasked, and in nearly every instance has the assigned power been used to the advantage and profit of the company.

If not completely satisfied that the companies are being managed in the interests of all, the policy-holders should assign their proxies to some one and secure the election of directors in whom they have complete confidence, and keep them in office by assigning proxies to them thereafter. The election of self-nominated "auditors" who are not on the inside, nor familiar with the affairs of the company under investigation can result only in their getting a large fee for finding exactly what they were paid to find—*fault*.

By selecting able and reliable directors and keeping them in office thru the assignment of proxies to them, policy-holders will clothe fellow policy-holders with authority to remedy faults and defects, as well as to seek them, and that too without injuring the good reputation of their company.

The flour mill mutuals are in stronger condition than ever, and afford policy-holders needed protection from the greed of stock companies which were crippled by the San Francisco conflagration. No investigation of them is needed nor have we learned of any policy-holders voluntarily suggesting such a thing. The agitation seems to come entirely from candidates for auditorships, who are not eligible to election to the directory of the companies.

## THE NEW INTERSTATE COMMERCE LAW.

When the rate bill goes into effect on Aug. 28 a long stride will have been taken toward the protection of honest men from the rapacity of railroad operators and their corporation favorites. The new law greatly strengthens the Interstate Commerce Commission and confers upon it specific authority to rectify wrongs whenever complaint is made by shippers.

Its provisions are not so stringent as the advocates of railway rate regulation had hoped to have enacted; but the new law will be accepted and tried, with confidence that its shortcomings can be amended as demonstrated by the test of enforcement.

The definition of common carriers is made to include pipe lines and express companies. The meaning of the term "railroad" is enlarged to include all the instrumentalities used in storage and handling, elevation and transfer, with the intent that the cost of such service shall be published and the same to all.

Charges for elevation or transfer paid by carriers to proprietors of grain elevators will be named by the Commission.

Common carriers are prohibited from competing with individuals in the production or transportation of coal, grain and other commodities. This provision of the new law does not become effective until May 1, 1908.

Connections at shipping points are required to be made by the railroads on reasonable terms upon the order of the Commission.

Responsibility for loss or damage in transit is placed on the initial carrier and the latter is given right of action against its connections. The carrier is prohibited from limiting its liability. These two provisions will effect prompt settlement of claims.

The publication of rates is provided for most explicitly. The schedules must include all terminal charges, storage charges and any regulations which in any wise determine the rates or the value of the service. The roads must give the Commission and the public 30 days' notice of changes in rates, thus robbing "midnight tariffs" of their terrors.

On complaint the Commission is authorized to name a rate to become effective in not less than 30 days. Failure to obey the order of the Commission subjects the carrier to a fine of \$5,000 for each offense. Every distinct violation is a separate offense, and each additional day of a continuing violation is deemed a separate offense.

Damages to be paid shippers for violation of the act by carriers will be determined by the Commission, and the shipper may file suit in the circuit court without cost, and in the event of a decision in his favor he shall be allowed attorneys' fees to be taxed against the carrier.

If any carrier fails to obey any order of the commission, other than for the payment of money, the Commission, or any party injured, may apply to the circuit court for an enforcement, and either party may appeal to the Supreme Court, where the case shall have priority in hearing and determination.

Application by the carrier for rehearing does not stay the penalty of \$5,000 per day for failure to comply with the Commission's orders. Neglect by the carrier to comply with the procedure outlined in the law thus will pile up the fines against it to an enormous aggregate.



## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

### HOW RAILROADS ESCAPE RESPONSIBILITY.

*Grain Dealers Journal:* Our attention has been called to the letter from W. J. Healy, freight auditor of the Atchison, Topeka & Santa Fe Ry. Co., at Topeka, Kan., which is published in the Journal for June 10th inst., and it has been suggested to us that our experience with Mr. Healy might throw some light upon questions discussed by him.

For the past several years we have been prosecuting all kinds of claims against the railway companies, growing out of the shipment of grain, and it has been our duty to institute several suits against the Atchison, Topeka & Santa Fe Ry. Co., for the collection of shortages.

We note what Mr. Healy has to say regarding his treatment of claims of this character, and we beg to say that at the present time we have a suit against this company, which includes claims for shortages where it is shown conclusively, by papers attached to the claims when presented, that the cars arrived at destination in a leaky condition.

Yet the Railway Co. is defending this suit on the ground that where the grain was delivered to a mill or elevator in Kansas City, on a line of railway of some other railroad company, that the destination of the same is not upon the line of railway of the Atchison, Topeka & Santa Fe Railway Co., and upon the further ground that no written claim for shortage was presented at destination within thirty hours after the arrival of the grain.

The defense that the loss did not occur upon its own line of railway has also been interposed by the Santa Fe where the grain was delivered to the Gulf, Colorado & Santa Fe Ry. Co., the stock of which is owned by the Atchison, Topeka & Santa Fe Ry. Co.

Knowing the course of business and the time necessarily consumed in making returns to the shipper and in procuring proper papers to support each claim, Mr. Healy is well aware that thirty hours in which to present a written claim is most unjust and unreasonable. Yet the courts are just as technical as is the railway company and are inclined to sustain the validity of such stipulation unless there is some showing of actual knowledge of the loss by the railway company, and this, of course, is practically impossible.

We note what Mr. Healy has to say regarding the records kept by his company as to the condition of their equipment, gained by mechanical inspection at various points, and we beg to say that we are informed that this company has a force of men employed to meet all shipments of grain destined to Kansas City before they arrive in the yards at Argentine, Kan., for the purpose of repairing any defects which may be discovered, so that, upon arrival of these cars at Argentine, a clear record will be obtained. We are not prepared to say how much truth there is in this information, but we

get it from a very reliable and impartial source.

We do know, however, that the inspections which are made of these cars are not critical enough to discover whether or not grain had been abstracted from the cars by means of holes bored in the bottoms of the same, or by inserting a wedge between the outside boarding of the car and the timbers to which they are nailed, if the holes have been plugged up or the outside boarding ranailed.

We agree with Mr. Healy that the railway company should not be held responsible for the difference between shippers' weights and consignee's weights, if it is merely a variation of scales, but, inasmuch as all scales in proper condition are supposed to weigh the same, why should the shipper assume that it is merely a difference in weights when he is certain that his scales are weighing correctly, and when the affidavit is furnished to the same effect as to the unloading weights?

We insist that it is the duty of the railway company, when accepting grain or any other commodity for shipment, to weigh the same and give the shipper a receipt for the exact amount received, and to then weigh the same correctly when delivered at destination.

In such a case, there could be no complaint about unjust claims for shortages. Instead of doing this, however, the railway company will weigh the cars of grain at its terminal market by running the same over track scales, catching its gross weight while the car is in motion, and taking the stencil weight of the car for the tare.

Under such circumstances, it is unreasonable or unjust for the shipper to demand payment for the difference between his weights and destination weights, when both can be verified? Should the shipper take all the risk, or should the railway company give him some check on the weights?

Experience has taught grain men that the difference between loading and unloading weights, where the cars arrive in good condition, will not vary one-fourth of one per cent. Is there any reason, therefore, why the shipper, who has correct weights, should suffer any greater loss than this?

From our experience, we would say that it is the theory of the railway company to avoid all the responsibility it possibly can, probably due to the fact that they think it is impracticable to procure correct weights of shipments of grain at delivery points.

We have been told that the railway company is much more diligent in the settlement of claims than formerly, and we trust it will continue to improve, but we question very much whether any improvement would have been made had some of the grain men not made up their minds to stand the imposition no longer; and the extent of any further improvement will also depend upon whether or not the shipper will quietly submit. Yours truly, Sherman & Fletcher, Kansas City, Mo.

### LIBERALITY OF CHICAGO INSPECTION.

*Grain Dealers Journal:* At my request W. S. Cowen, chief grain inspector at Chicago, has had the following statement compiled, showing the percentages of contract corn and oats in the total inspection from May 19 to June 18 for the years 1903, 4, 5 and 6 respectively.

### In-Inspection of Corn and Oats at Chicago, Showing Percentage of Contract Grade.

Thirty Days from May 19 to June 18, 1906.

Roads—	Total cars of corn.	No. 2.	Per cent of contract.	Total cars of oats.	No. 2.	Per cent of contract.
C. B. & Q.	1,961	1,331	68	870	435	50
C. R. I. & P.	1,192	409	34	498	182	37
Alton	625	517	83	184	124	67
Ill. Cent.	1,563	1,202	77	323	245	76
Freeport	550	117	21	167	24	14
Gal. Div.	1,942	661	34	560	210	38
Wis. Div.	37	3	8	87	31	36
Wabash	182	143	79	51	42	82
C. & E. I.	556	322	58	263	161	61
St. Paul	1,436	798	55	886	222	25
Wis. Cent.	...	...	...	27	6	22
Great West.	531	178	33	219	34	15
Santa Fe	332	339	89	190	139	73
E. J. E.	18	1	5	6	...	...
Special	459	167	36	8	1	12
Total	11,434	6,113	53	4,339	1,855	43

Thirty Days from May 18 to June 17, 1905.

Roads—	Total cars of corn.	No. 2.	Per cent of contract.	Total cars of oats.	No. 2.	Per cent of contract.
C. B. & Q.	1,738	1,221	70	899	478	53
C. R. I. & P.	791	170	21	418	134	32
Alton	913	418	46	230	123	53
Ill. Cent.	2,077	1,246	60	614	469	76
Freeport	269	63	23	139	7	5
Gal. Div.	1,193	452	38	400	126	32
Wis. Div.	6	1	...	...	...	...
Wabash	391	143	37	270	24	8
C. & E. I.	487	211	43	274	133	48
St. Paul	788	237	30	618	216	35
Wis. Cent.	...	...	...	...	...	...
Great West.	337	16	5	161	34	21
Santa Fe	517	203	39	222	50	22
E. J. E.	4	...	...	...	...	...
Special	161	19	12	53	1	2
Total	9,729	3,899	40	4,079	1,581	38

Thirty Days from May 19 to June 18, 1904.

Roads—	Total cars of corn.	No. 2.	Per cent of contract.	Total cars of oats.	No. 2.	Per cent of contract.
C. B. & Q.	2,314	395	17	532	32	6
C. R. I. & P.	896	131	15	472	31	7
Alton	1,013	232	23	131	21	15
Ill. Cent.	3,664	70	2	362	150	41
Freeport	40	4	...	53	...	...
Gal. Div.	526	44	8	545	9	2
Wis. Div.	2	...	...	101	4	3
Wabash	610	55	9	66	23	35
C. & E. I.	493	63	13	133	38	29
St. Paul	213	9	4	553	12	2
Wis. Cent.	...	...	...	...	...	...
Great West.	228	4	...	114	...	...
Santa Fe	496	42	8	128	5	4
E. J. E.	345	45	13	49	...	...
Special	111	17	16	29	...	...
Total	10,951	1,107	10	3,369	325	9

Thirty Days from May 19 to June 17, 1903.

Roads—	Total cars of corn.	No. 2.	Per cent of contract.	Total cars of oats.	No. 2.	Per cent of contract.
C. B. & Q.	2,919	172	6	728	21	3
C. R. I. & P.	950	56	6	392	...	...
Alton	980	99	10	215	2	1
Ill. Cent.	2,582	85	3	372	1	0.3
Freeport	55	3	5	143	1	0.7
Galena	421	29	7	541	36	7
Wis. Div.	7	...	...	236	54	25
Wabash	681	85	12	197	6	3
C. & E. I.	755	40	5	200	18	9
C. M. St. P.	130	...	...	907	162	18
Wis. Cent.	...	...	...	30	1	3
Great West.	94	1	1	229	7	3
Santa Fe	740	146	20	194	2	1
E. J. E.	118	...	...	54	...	...
Special	560	63	11	32	...	...
Total	10,632	780	7	4,468	311	7

The statement speaks for itself and is highly complimentary to the present inspection. Mr. Cowen became chief inspector June 10, 1904, and has been very active in his efforts to give a satisfactory inspection, and will always welcome any suggestions made for the best interests of the department.—A. W. Lloyd, Chicago, Ill.

## Annual Meeting Michigan Farm Products Shipper's Ass'n

Vice-pres. Noyes called the annual meeting of the Michigan Farm Products Shippers Ass'n to order in the Otsego Hotel, Jackson, at 3 p. m., July 9.

Mayor Todd of Jackson delivered an address of welcome.

T. G. Craig of Detroit responded to the address of welcome.

Vice-Pres. Noyes announced that Pres. Reardon being absent, the Pres. address would have to be omitted.

Secy. Ewer read the Secy.-Treas. report, part of which follows:

### Report of Secretary Ewer.

Our Ass'n was organized at Battle Creek June 23d, 1903, under the name of Michigan Grain Dealers' Ass'n, with a membership of twenty, which had increased to one hundred and ninety-four members at time of our meeting at Detroit last July.

Up to this time a membership fee of \$5 was charged and annual dues of \$12.

At this meeting, the name of the Ass'n was changed to its present title, namely, Michigan Farm Products Shippers' Ass'n. The membership fee of \$5 was stricken out and the dues reduced to \$10 annually, and the secretary instructed to make a personal canvass for members on this basis, which resulted in securing an additional membership of ninety-eight since the 23rd of last October, giving us a total of two hundred and ninety-four members to July 1st, or two hundred and ninety-five to date, J. D. McLaren & Co. of Plymouth having joined with us July 3rd.

Out of this number there has been withdrawal of fifty-seven members since our organization, giving us a total membership at this date of two hundred and thirty-seven, a net gain of two hundred and eighteen.

Taking into consideration the waiving of the membership fee and reducing the dues to \$10 annually, together with the large increase of members, which strengthens our position very materially in securing benefits, I believe that a greater portion, if not all, of the withdrawals who are still in business can be induced to renew their membership.

As to what the Ass'n has accomplished in the way of benefits to its members, I will not go into the matter in detail, as the subjects will come up for discussion, as shown on the program.

Upon motion of Mr. Craig, the Secy.-Treas. report was referred to the Auditing Committee.

Secy. Ewer asked why do not more grain dealers come to the meeting when 98 have shown their appreciation of ass'n work by joining the Ass'n since last October.

W. J. Orr suggested that the middle of the week would be a better time to hold the meeting.

Mr. Craig stated that the meeting came in between the hay and grain harvests and suggested that the date be changed to another month.

Secy. Ewer led in the discussion on Reciprocal Demurrage. He advocated bringing a test case against the Michigan Car Service Ass'n, forcing it to pay reciprocal demurrage where cars are not supplied promptly. He asked that a vote be taken to see if the ass'n was favorable to the Secy. working in conjunction with the secretaries of other shippers' ass'n's of the state to the end that methods be adopted whereby the railroads will agree to treat the matter of demurrage reciprocally.

H. L. Goemann, pres. of the Grain Dealers National Ass'n stated that it would help a great deal for shippers to be prompt in unloading and loading cars. It was often the fault of the local railroad agent who failed to report condi-

tions to the division superintendent. The shippers and railroads shud work in harmony.

Mr. Nowlin: It strikes me the present rule is all in favor of the railroads and I believe Mr. Ewer's plan is all right.

Mr. Ewer: I don't agree with Mr. Goemann in that, we shud go to the railroads and try to work on their sympathies. The man in the terminal market, if the grain is not delivered, can go into the market and fill his contract, but what is the small shipper going to do? He can only sit down and wait in hope that some day the railroads will have a change of heart.

W. J. Orr: The shippers of Michigan have the matter in their own hands, but they do not do anything. If you would resolve here to get up a reasonable bill, I will guarantee that the Senator from Huron County will vote for it. I don't believe in asking anything unreasonable, but to stop using Michigan as a bridge and waiting until all the stuff in the Northwest is carried across it to the East before we can get cars. If we go at this matter right we will have a bill on the statute books next February. I move you the Secy. of this ass'n be authorized to employ a competent attorney to draft a bill subject to the approval of the president, secy. and Board of Directors to be presented to the Legislature at its next session. Seconded.

Mr. Orr offered to get an attorney to draft the bill and upon suggestion of Mr. Goemann the original motion was amended to allow Mr. Orr to secure an attorney to do this work instead of putting the expense on the Ass'n.

Motion carried.

T. G. Craig: I move that the recommendation of Mr. Ewer for having the Secretaries of the different shippers' ass'n's confer with the officials of the Michigan Car Service Ass'n in an effort to have this matter adjusted amicably be accepted.

Seconded and carried.

Mr. Goemann: I move the Ass'n subscribe \$25 towards a test case as to whether railroads can collect demurrage without giving us credit when cars are loaded ahead of time allowed.

Seconded and carried.

Upon motion the Pres. appointed the following committees:

Auditing, T. G. Craig, J. B. Crawford, H. A. Dewey.

Nominations: H. W. Carr, E. I. Isbell, H. L. Goemann.

Resolutions: W. J. Orr, Mr. Dennis, H. R. White.

Adjourned until 9 a. m., Tuesday.

### The Trolley Ride to Wolf Lake.

Monday evening S. M. Isbell Co. and Stockbridge Eltr. Co. entertained the visitors with a trolley ride to Wolf Lake, twelve miles from town. A large car was boarded in front of the Otsego Hotel, the visitors having been tagged with cards which entitled them to a free ride. The trip was made to Wolf Lake without any stops and the dealers immediately betook themselves to the pavilion, where there was good music and dancing.

It was reported that a member of the Detroit delegation fell in the lake.

The Jackson dealers kept the smokers

well supplied with cigars.

The car returned to the hotel at 11 o'clock.

### Tuesday Morning.

Vice-Pres. Noyes called the meeting to order at 10 a. m. and invited discussion on the Claim Department feature of the Ass'n.

Secy. Ewer cited two cases in which the railroads had settled claims when presented by the Ass'n, which had been turned down when presented by individual shippers.

T. W. Swift: How long have you been running this claim department?

Secy. Ewer: We started the department in July last year shortly after the annual meeting.

T. W. Swift: Are railroads considered responsible in cases where loss occurs on account of poor car doors in places where railroads board the cars?

Secy. Ewer: Where the railroad company does the boarding, I think they are responsible.

W. J. Orr: I hold the railroads are responsible for the condition of cars.

Mr. Noyes: We have collected claims in cases where grain car doors were defective.

Secy. Ewer read letters from members complaining that a certain firm was doing a scoop shovel business in beans at various points.

Upon motion of W. J. Orr Secy. Ewer disclosed the fact that The Albert Dickinson Co. were the offenders.

W. J. Orr: I move you it is the sense of this meeting that Secy. Ewer notify The Albert Dickinson Co. that we desire that they cease doing a scoop shovel business in Michigan, interfering with the business of members of this Ass'n.

Seconded and carried.

Mr. Orr: I move that Secy. Ewer accept the invitation of The Albert Dickinson Co. and go to Chicago at their expense and report to them the action of this meeting and report to the President and Board of Directors the result of his visit.

Mr. Orr moved that every member of the Ass'n notify the Secy. of any dishonest or tricky action on the part of dealers, that he may publish the name on authority of the Board of Directors, after a thoro investigation and refusal on part of such dealer to arbitrate the differences. Carried.

Vice-Pres. Noyes: On the question of Loaning Bags I believe if the dealers at a certain point will get together and refuse to loan bags they will not have any trouble.

Mr. Breisch: We do not loan bags and never have.

Mr. Calkins: I move the Secy. be instructed to appoint 2 or 3 dealers in each county to inaugurate a campaign to stop loaning of bags.

Seconded and carried.

Secy. Ewer: In all cases where we have had attention called to quotations being sent to others than dealers and we have taken the matter up, it has been satisfactorily adjusted. I wish all dealers would notify me of all such cases.

Mr. Noyes: The next thing on the program is Buying on a Uniform Basis. I believe in some states the quotations are handled on a uniform basis. Would anyone feel like embodying a motion to formulate such a plan in this state? It seems a pity our dealers in Michigan can't get over their petty jealousies and work together.

Mr. Carpenter: We all have different ideas of various grades of wheat and I



think it would be a difficult matter to handle quotations on a uniform basis.

The Auditing Committee reported it found all records and receipts in first-class shape. The report was accepted.

The Nominating Committee brought in the following names: For Pres., C. E. Noyes, Jackson; V.-P., W. J. Orr, Bayport; Directors: E. L. Richmond, Pontiac; F. E. Nowlin, Albion; D. Mansfield, Remus; C. Breisch, Lansing; Edw. Finley, Hartford.

The officers named by the Nominating Committee were elected without opposition.

The following resolutions were adopted:

## Report of Committee on Resolutions.

Your committee through its chairman begs leave to submit the following report:

First: Be it resolved, that it is the sense of this convention that a vote of thanks be extended to the officers of this organization and especially to their secretary, M. G. Ewer, for the able and efficient manner in which he has conducted the business of the organization during his administration of the office of secretary.

Second: That a vote of thanks be extended to the enterprising bean jobbers, S. M. Isbell Co. and Stockbridge Elevator Co. of the city of Jackson for their kind and courteous consideration of the members of the Michigan Farm Products Ass'n during their stay.

Third: Your committee recommends to the directors of the ass'n that they secure the services of M. G. Ewer as secretary for the ensuing year.

Fourth: That a vote of thanks be extended to Thomas G. Craig of Detroit for his able patriotic and talented response to Mayor Todd of Jackson.

Adjourned.

## Convention Notes.

One Chicago house was represented.—Rosenbaum Bros., by Mr. Waitzmann.

The McLeod Automatic Scale Co. was represented by Geo. Beyer, who exhibited a model of the McLeod Scale.

The dealers were fully convinced that the local firms want the Ass'n to meet at Jackson. They are capital hosts.

Overheard by Mr. Beyer at Wolf Lake: "Who are those fellows?" Ans. "They call themselves The Skiddoo Club."

The Richardson Scale Co. had an exhibit of a working model of a Richardson Automatic Scale. W. E. Smith was in charge.

The Olds Gasoline Eng. Works was represented by M. W. Montgomery and G. D. Ash. The machinery fraternity was also represented by J. C. Ward.

McLaughlin, Ward & Co. kept open house adjoining the meeting room and presented each visitor with a box of cigars, of which there were several varieties to select from to suit the taste.

Toledo was represented by J. M. Coup, W. A. Rundell & Co.; W. W. Cummings, J. J. Coon Grain Co., Geo. A. Kneagloh, Toledo Field Seed Co., H. L. Goemann and J. A. Smith.

The following Michigan shippers were in attendance: C. Breisch, Lansing; W. J. Bristol, Kalamazoo; C. E. Carpenter, Schoolcraft; W. O. Calkins, Perry; Henry Cash, Brooklyn; F. H. Cowan, Saginaw; J. B. Crawford, Ithaca; M. Dawson, Ypsilanti; H. A. Dewey, Grass Lake; A. J. Edwards, Williamston; Jno. Haise, Clinton; C. E. Hawkins, Elsie; F. W. Hinyan, Lowell; F. S. Lockwood, Portland; W. M. Monroe, Brinson; F. E. Nowlin, Albion; W. J. Orr, Bayport; C. E. Patterson, Battle Creek; E. L. Richmond, Pontiac; Geo. Smith, Woodbury; T. W. Swift, Battle Creek; W. J. Thomas, Schoolcraft; Lew Thompson, Ches-

aning; Wm. R. Tompkins, Flushing; A. C. Van Sickle, So. Lyon; F. A. Voigt, Grand Rapids; W. E. White, Scottsburg.

## Receipts and Shipments During the Crop Year.

The receipts and shipments of grain for the crop year ended June 30 at the leading markets, with comparisons for the crop years of 1904-5, 1903-4 and 1902-3, are given in the tables herewith.

### RECEIPTS AT BOSTON.

Reported by Daniel D. Morss, Secy. Boston Chamber of Commerce.			
1905-6.	1904-5.	1903-4.	1902-3.
Wheat 13,101,434	2,347,928	4,422,876	10,747,320
Corn .. 8,301,733	10,361,908	7,179,113	6,483,068
Oats .. 6,534,440	5,493,153	5,929,051	6,857,416
Rye .. 23,241	37,074	36,710	70,948
Barley 1,874,503	531,886	167,247	200,931
Flaxseed .. 62,850	2,986	25,712	412,043

### EXPORTS FROM BOSTON.

1905-6.	1904-5.	1903-4.	1902-3.
Wheat 9,713,201	2,198,200	4,032,304	11,690,680
Corn .. 3,896,065	6,693,576	4,748,686	5,181,913
Oats .. 2,076,508	198,465	168,906	409,818
Rye .. 1,624,711	505,554	141,483	101,296
Flaxseed .. 59,646	.....	.....	419,630

### RECEIPTS AT MILWAUKEE.

Reported by W. J. Langson, Secy. Milwaukee Chamber of Commerce.			
1905-6.	1904-5.	1903-4.	1902-3.
Wheat 7,588,060	7,485,760	9,059,195	9,059,947
Corn .. 5,439,250	3,209,000	2,488,050	2,312,520
Oats .. 10,308,100	6,860,600	7,393,950	7,984,900
Barley 19,090,450	16,425,230	10,943,190	15,787,900
Rye .. 1,074,830	1,185,600	1,119,490	1,175,107
Flaxseed 382,000	194,580	209,700	270,000

### SHIPMENTS FROM MILWAUKEE.

1905-6.	1904-5.	1903-4.	1902-3.
Wheat 1,318,318	1,896,273	2,366,360	1,792,916
Corn .. 4,197,080	2,372,091	1,397,772	1,336,241
Oats .. 7,912,846	5,670,618	6,555,886	6,226,219
Barley 9,923,994	9,657,720	8,141,985	7,710,480
Rye .. 508,852	607,335	512,250	539,052
Flaxseed 9,363	.....	4,500	13,300

### RECEIPTS AT DULUTH.

Reported by H. B. Moore, Secy. Duluth Board of Trade.			
1905-6.	1904-5.	1903-4.	1902-3.
Wheat 37,050,510	22,578,415	27,883,019	36,497,240
Corn .. 210,627	80,006	11,804	1,796
Oats .. 10,416,987	9,786,466	4,702,594	2,929,818
Barley 10,616,084	8,128,170	6,633,876	5,008,280
Rye .. 529,111	913,051	904,842	803,876
Flaxseed 15,263,106	11,973,525	18,184,631	18,648,695

### SHIPMENTS FROM DULUTH.

1905-6.	1904-5.	1903-4.	1902-3.
Wheat 29,119,201	20,988,977	23,135,995	32,441,250
Corn .. 163,573	82,096	7,084	1,796
Oats .. 10,222,764	9,150,043	4,650,189	2,732,862
Barley 10,704,810	8,020,508	6,664,651	5,071,102
Rye .. 638,712	895,417	925,164	791,700
Flaxseed 18,902,293	12,186,552	14,231,616	15,873,841

### RECEIPTS AT CHICAGO.

Reported by Geo. F. Stone, Secy. Chicago Board of Trade.			
1905-6.	1904-5.	1903-4.	1902-3.
Wheat 21,720,541	26,090,168	25,498,444	36,726,379
Corn .. 102,585,588	64,003,481	94,076,941	79,178,336
Oats .. 100,493,876	69,733,335	39,722,540	93,789,386
Rye .. 2,616,131	1,842,617	2,496,518	4,330,032
Barley 26,825,771	26,257,028	24,478,039	19,065,512
Flaxseed 2,569,719	2,904,397	4,123,085	3,815,831

### SHIPMENTS FROM CHICAGO.

1905-6.	1904-5.	1903-4.	1902-3.
Wheat 13,253,258	17,778,088	20,638,064	10,494,990
Corn .. 86,737,090	87,526,348	81,071,568	67,325,293
Oats .. 81,201,407	49,031,004	78,096,272	64,169,276
Rye .. 1,236,354	1,488,258	1,654,463	3,013,878
Barley 8,431,148	5,494,596	4,128,103	3,217,528
Flaxseed 242,616	535,096	519,768	950,542

### RECEIPTS AT BALTIMORE.

Reported by H. A. Wroth, Secy. Baltimore Chamber of Commerce.			
1905-6.	1904-5.	1903-4.	1902-3.
Wheat 5,114,002	3,930,416	4,921,134	8,880,423
Corn .. 27,192,795	11,198,230	13,500,602	19,276,201
Oats .. 3,773,797	2,934,603	3,195,539	3,707,453
Rye .. 1,271,870	690,291	707,886	2,642,532
Barley & malt 996,104	681,352	557,574	767,055

### EXPORTS FROM BALTIMORE.

1905-6.	1904-5.	1903-4.	1902-3.
Wheat 2,850,508	1,160,401	2,537,998	6,847,262
Corn .. 26,750,340	9,806,670	11,759,445	16,773,812
Oats .. 6,617,473	92,133	49,704	133,578
Rye .. 494,564	.....	162,262	1,863,705
Barley & Malt 118,335	.....	17,670	40,806

### RECEIPTS AT PEORIA.

Reported by R. C. Grier, Secy. Peoria Board of Trade.			
1905-6.	1904-5.	1903-4.	1902-3.
Wheat 591,890	967,800	939,600	2,097,600
Corn .. 15,474,800	15,498,300	20,862,300	19,732,420
Oats .. 17,497,700	10,093,800	9,925,300	11,407,200
Rye .. 270,400	294,100	236,800	371,200
Barley 2,746,500	2,722,900	2,511,400	2,122,200
Seeds .. 1,000,000	1,350,000	1,810,000	988,000

### SHIPMENTS FROM PEORIA.

1905-6.	1904-5.	1903-4.	1902-3.
Wheat 577,284	809,000	667,800	1,486,660
Corn .. 8,219,300	7,785,200	8,738,800	6,600,325
Oats .. 18,814,600	11,490,200	10,295,100	14,880,640
Rye .. 106,000	168,300	70,000	146,220
Barley 1,761,500	1,662,000	1,388,200	1,162,500
Seeds .. 630,000	390,000	1,020,000	1,228,500

### RECEIPTS AT ST. LOUIS.

Reported by Geo. H. Morgan, Secy. St. Louis Merchants' Exchange.			
1905-6.	1904-5.	1903-4.	1902-3.
Wheat 21,697,369	20,958,396	24,293,989	18,743,215
Corn .. 25,950,000	14,319,935	17,405,182	17,713,329
Oats .. 21,744,850	19,832,985	1,023,579	3,108,119
Rye .. 3,166,383	2,520,000	31,000	135,000
Flaxseed .. 164,505	94,200	.....	.....

### SHIPMENTS FROM ST. LOUIS.

1905-6.	1904-5.	1903-4.	1902-3.
Wheat 17,700,568	18,339,336	18,381,994	17,405,182
Corn .. 19,320,359	14,319,935	17,405,182	17,713,329
Oats .. 21,792,740	9,721,510	13,158,760	948,058
Rye .. 537,906	552,612	540,487	540,487
Barley .. 331,964	298,759	16,200	20,850
Flaxseed .. 24,110	.....	.....	.....

### RECEIPTS AT TOLEDO.

Reported by A. Gassaway, Secy. Toledo Produce Exchange.			
1905-6.	1904-5.	1903-4.	1902-3.
Wheat 4,798,000	3,756,000	5,430,000	12,537,000
Corn .. 7,185,000	7,901,000	8,106,000	6,773,000
Oats .. 9,202,000	146,000	189,000	79,000
Rye .. 8,000	31,000	.....	.....
Cloverseed .. 81,300	81,000	112,700	.....

### SHIPMENTS FROM TOLEDO.

1905-6.	1904-5.	1903-4.	1902-3.
Wheat 2,021,000	2,010,000	2,319,000	5,438,000
Corn .. 5,438,000	6,198,000	5,223,000	10,053,000
Oats .. 7,342,000	8,564,000	5,223,000	158,000
Rye .. 347,000	118,000	105,000	105,000
Barley .. 2,000	17,000	117,000	.....
Cloverseed .. 83,600	76,900	.....	.....

### RECEIPTS AT PHILADELPHIA.

Reported by L. J. Logan, Secy. Philadelphia Commercial Exchange.			
6 mos. 1906.	6 mos. 1905.	6 mos. 1904.	6 mos. 1903.
Wheat 1,099,065	1,099,065	351,208	4,162,228
Corn .. 7,394,980	7,394,980	6,372,664	2,417,130
Oats .. 6,372,664	6,372,664	.....	.....

### EXPORTS FROM PHILADELPHIA.

1905-6.	1904-5.	1903-4.	1902-3.
Wheat 1,044,500	1,044,500	1,044,500	1,044,500
Corn .. 7,394,980	7,394,980	7,394,980	7,394,980
Oats .. 6,372,664	6,372,664	6,372,664	6,372,664

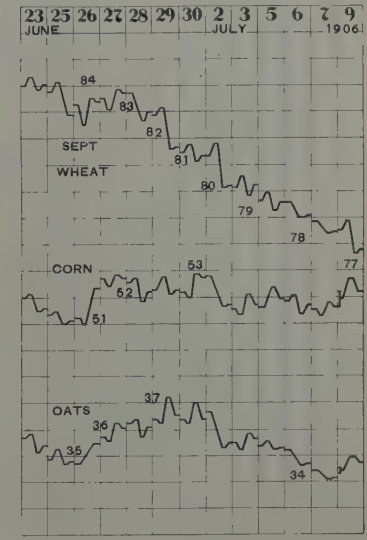
## Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to July 11 have been 3,394,000 bus., compared with 3,013,000 bus. for the corresponding period of last season.

Corn receipts for the present crop year prior to July 11 have been 5,105,000 bus., compared with 5,842,000 bus. for the corresponding period of last season.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for 2 weeks prior to July 1 are given on the chart herewith.



# Crop Reports

## Canada.

Western Canada.—Frank O. Fowler, secretary of the Northwest Grain Dealers Ass'n, called in Chicago last week and reported brilliant prospects for another bumper crop of spring wheat. The acreage is larger than ever, the stand good and the growth at least eight days in advance of the 1905 crop at this time. Alberta's crop of winter wheat will be short, owing to lack of moisture last fall after sowing. Stand is thin and straw short.

## Colorado.

Broomfield, Colo.—Crops in this part of the state are very good; have had a good supply of water for irrigation this summer, and if we do not get any hail there will be a large crop of wheat this year.—A. Nissen, of Broomfield Mercantile Co.

## Illinois.

Magnet, Ill.—Wheat good; oats moderately good; corn prospect never better.—Ed. Morris.

Sherman, Ill.—Wheat threshing began the first week in July; crop is good, both in quality and yield. Oats, 80 per cent of a crop. Corn looks well.—R. C. Cox.

Bowen, Ill.—Wheat was never of better quality. The oats crop is 50 per cent better than it was last year, and the prospects for oats are fine.—M. L. & A. E. Selby.

Middletown, Ill.—Think wheat here will make about 25 to 30 bus. per acre; oats, 35 bus. or more. Corn looks fine, although some little of it is rather small. Hay crop will be short of what we have been used to.—H. A. Binns.

Marissa, Ill.—Wheat quality the best we have had for years; weighing 60-62 pounds. Movement restricted by prices; would sell freely at 60 cents, while below will cause smaller deliveries; 50 per cent of wheat stacked.—Meek Milling Co.

Martinton, Ill.—Oat looks about as good as last year. Corn will be better if we have plenty of rain in August. No floods here this year, therefore we have a better stand. Oats have improved wonderfully in the last 3 weeks.—R. W. Ringelsen, of Martinton Grain Co.

Manlius, Ill.—Crops are looking fine now since the rain. Oats will average 35 bus. per acre, I think. Corn is as good, if not better, than last year, which made 50 bus. per acre. Old oats nearly all cleaned up. About 25 per cent of the old corn in the farmers' hands yet.—Thos. Shapland.

Springfield, Ill.—The state report, issued June 30, shows 2 per cent decrease in the corn acreage; condition 88 per cent, the same condition as in June last year. Condition winter wheat, 91; condition spring wheat, 84. Oat crop has decreased 17 points since May and with few exceptions, reported short in all counties of the state; acreage reported 12 per cent less than last year.

Mendota, Ill.—Have no wheat here. Oat crop has improved greatly in last 2 weeks. Many had expected a complete failure, as the crop was only 6 inches high when it began to head out. The prospect now is for a crop of 35 bus. average, maybe more. Corn is doing finely; not as large as in some former years, but clean and of a very healthy color. About 50 per cent more old corn in farmers' hands than for past 2 years at this time. Very little corn coming to market. Most farmers are holding for 50 cents or more.—Philip Maus.

## Indiana.

Montmorenci, Ind.—Took in first of new wheat July 7, and it is of fine quality.—Edw. Taylor.

Kitchel, Ind.—New wheat is coming in; of good quality and yielding well. Think average will be about 20 bus. and all No. 2.—W. C. Hart, secy Kitchel Eltr. Co.

Lapaz, Ind.—The prospect for the grain crop is fine. No better prospect ever seen for all kinds of grain than at present.—C. E. Shoffer, agt. Greenfield Grain Co.

Noblesville, Ind.—Wheat is turning out well; think the yield will be far above average. Oat crop will not run above 50 or 60 per cent yield. Corn, although backward, is making a good showing.—Lacy Seed & Fuel Co.

Moran, Ind.—Average wheat acreage; looks as if yield would be about 15 to 20 bus. per acre. Oat acreage average; will

be about half crop. Corn, good prospects; some small corn, but growing well.—D. S. Nees & Sons.

Goshen, Ind.—Harvesting is now in active progress, and we are glad to say, with favorable weather. Indications are that yield will be good and that wheat will be superior in quality.—Frank E. C. Hawks pies. Goshen Milling Co.

Crawfordsville, Ind.—According to figures compiled by State Statistician Jos. H. Stubbs, the wheat yield in Indiana for 1906 will be more than 30,000,000 bus. Last year Indiana raised 29,809,521 bus. The acreage this year is larger than in 1905.—C. F.

Morocco, Ind.—Oat cutting began week of July 9; yield a little less than last year. Corn acreage about the same as last year; corn is backward; weather has been too cool; most of it will come out with proper weather, but many acres will not make corn. No matter what the weather is.—Eugene F. Jones.

Lewis Creek, Ind.—Wheat harvesting begun June 25. Most of crop thin on ground, stands up well and heads well filled with nice plump grain; some cheat, but not very much. Lots of corn very small for this time of the season; a late fall will help out some.—J. W. Victor, mgr. Nading Mill & Grain Co.

Noblesville, Ind.—Wheat acreage in this locality about 50 per cent larger than last year. Yield is running so far 24 to 35 bus. per acre and the quality is extra fine. About an average acreage of corn; is very uneven generally and the prospect is not nearly so good as at this time last year. Oats acreage much smaller than last year and average yield will not be over half what it was last season.—J. L. Evans Co.

## Indian Territory.

Coweta, I. T.—Corn is our principal crop; condition very good at this time.—E. D. Feden, of Creek Way Eltr. Co.

Madill, I. T.—Not much wheat in this vicinity. Oats are very good. Threshing began about July 1.—Lee Brooks.

## Iowa.

Pomeroy, Ia.—Crop prospects are fine.—Malcolm Peterson.

Ft. Dodge, Ia.—Corn and oats are fine, and we look for a large crop.—Iowa Eltr. Co.

Wever, Ia.—Wheat is good here; threshing will begin week of July 9.—Saunders Blum, agt. O. A. Talbott & Co.

Alta, Ia.—Grain conditions are good; acreage about same as last year; hay crop below average.—Agt. E. A. Brown.

Eagle Grove, Ia.—Corn and oats are in fine condition, but early oats will be light, heading out very short.—Geo. L. Palmer, agt. Iowa Eltr. Co.

Alta Vista, Ia.—Oat crop looks favorable now for an average crop. Corn is backward about 2 weeks. Timothy crop will be below average. Alfalfa looks favorable to be an average crop.—Agt. Gilchrist & Co.

Arthur, Ia.—The condition of the grain crop is good. Oats crop is short in straw, but I think will yield good. Corn is doing finely. Barley is good; beginning to turn. Acreage, corn about 40 per cent; oats, 20 per cent, and barley, 10 per cent.—J. C. Nickelson, agt. Trans-Mississippi Grain Co.

Wilton, Ia.—We are having more rain than needed, but small grain is not far enough advanced to receive much injury. Straw of barley and oats will be quite short on account of previous dry weather, but the prospects indicate an average crop of good quality.—E. W. Clark.

Des Moines, Ia.—Estimated final production of winter wheat, 97 compared with last year; spring wheat, 90; oats, 89; rye, 93; barley, 90; flax, 95. Condition of growing corn July 10, compared with the condition one year ago. About 16 per cent of corn and 8 per cent of oats are still in farmers' hands to be marketed. Estimates of acreage by grain dealers of the state, compared with crop of last year: Winter wheat, 119; spring wheat, 81; corn, 104; oats, 98; rye, 94; barley, 90; flax, 93.—Geo. A. Wells, sec'y Iowa Grain Dealers' Ass'n.

## Kansas.

McCracken, Kan.—The wheat crop is practically a failure in this locality.—F. L. Snodgrass, agt. Moses Bros. Grain Co.

Lucas, Kan.—Harvest about done July 5; little threshing has been done, averaging 16 bus. to the acre; wheat of good quality.—W. F. Byers, agt. Morrison Grain Co.

McPherson, Kan.—Wheat here is of fine quality; first new wheat in this market tested 62 pounds and sold at 64 cents; made average of 21 bus. per acre.—F. P. Hawthorne.

Dresden, Kan.—Small grain crop will be light. Wheat will probably make 10 to 15 bus. to the acre; barley about 20 bus. Oat crop is short and hard to estimate. Corn is looking fine.—W. A. Karr, agt. State Eltrs.

Milton, Kan.—Crops very fair. About two-thirds in wheat, which will make about 16 bus. per acre. Milton will ship about 175,000 bus. this year. Test runs 60 to 63½; very fine wheat.—E. C. King, agt. S. R. Overton.

Sherdahl, Kan.—Corn crop is doing well and is in fine condition, as we have had plenty of rain here this spring. Some of the farmers are laying their corn by. The week of June 29 was a dry week for harvesting. The wheat is good and will yield about 25 bus. per acre. Oat crop is almost none.—O. B. Strom.

Meade, Kan.—Wheat acreage in Meade county is 29,600 acres; average yield, about 10 bus. to the acre; threshing will commence week of July 9. Barley, 8,000 acres, with average yield of 25 bus. Farmers in the valley are now cutting their second crop of alfalfa; will have four crops this year.—J. R. Reynolds, of the Meade Grain & Seed Co.

Bluff City, Kan.—Threshing will begin last week in June, if it does not rain. Having good rain now, June 25, that will be of great benefit to the corn crop. Wheat harvest about completed, with a good to excellent crop. Oats good, but small acreage. Corn in good shape, in fact, looks as though we would live easy for at least a year.—Emmett Berry, proprietor of Bluff City Milling Co.

Greensburg, Kan.—Crop acreage large and the quality excellent. More wheat will be sown this fall than ever before and under better conditions. Acreage of corn large for this locality; is looking fine, with fields clear of weeds. No oats or barley for shipment; will all be used at home. Farmers feeling good, but rather inclined to hold all the wheat they can store for something like last year's prices.—Joe Clark.

Almena, Kan.—Wheat harvest began here week of July 25. Had a good stand June 22, with hail in some places which did some damage to growing crops. Crops of all kinds in good condition, considering the long, dry spell. Farmers say wheat will yield from 15 to 20 bus. per acre, but acreage is light; not over 40% of last year's acreage. No barley or oats to speak of sown here this year.—E. H. Powell, agt. Central Granaries Co.

Oskaloosa, Kan.—The wheat in Jefferson county is about all out and is of good quality; yield promises to be good; acreage about the same as last year; threshing began last week of June. Corn has been held back considerable by the dry weather, but is clean and has a healthy color. A ½ inch rain fell June 22 which will add greatly to the condition of all growing crops. Corn is our principal crop and with favorable weather from now on we will have more than an average crop. Oats have been out short on account of dry weather. Rame grasses will make only about half crop.—W. McIntosh, of McIntosh & Keefe.

Manhattan, Kan.—Wheat harvest in this section is over and threshing began about June 27; yield and quality will be good; will average from 20 to 25 bus. per acre, mostly soft wheat in this locality. The corn condition is perfect, could not be better; plenty of moisture and the weather is better; fields are all clean. Some old corn moving and more will move as soon as farmers get thru the busy season. Oat crop will be light, although much improved by recent rains. Alfalfa crop good; prairie hay will be much lighter than last year, but a good deal will be cut, and if we get timely rains will get a good second crop. Wheat and corn acreage about same as one year ago; oats less. About 4.20 inches of rain fell June 22 at Manhattan and territory tributary.—E. H. Fielding, of Geo. T. Fielding & Sons.

## Michigan.

Charlotte, Mich.—Wheat not very good Oats and corn doing fine.—Chas. S. Martin.

Saline, Mich.—Wheat crop in this part of Michigan will be very uneven, owing to rust and insects. Think our crop will not be over 50 to 60% of what it was last year. Oats are looking well and the prospect for clover is now very good. Hay crop is larger, but wet weather is hindering cutting.—J. W. Hull.

Lansing, Mich., July 10.—Wheat acreage to be harvested this season about 300,000 acres. Yield about 12,000,000 bus. compared with 19,000,000 bus. last year; average yield per acre 13 bus., compared with 19 bus. for last season. Corn condition



86, compared with 90 last month and 78 one year ago, when the yield was 42,000,000 bush. Rye yield 14 bus. Condition of young clover 92.—Geo. A. Prescott, Secy of State. Minnesota.

LeSueur, Minn.—Crops in our vicinity look fine on high lands; on low land grain looks a little sick. Corn is growing good. Farmers will cut rye and barley latter part of week of July 9.—Ed. W. Wierwille.

Cologne, Minn.—Wheat acreage about same as last year; slight increase in barley and corn and decrease in rye. Wheat looks excellent, except in low lands. Corn somewhat backward, but with good favorable weather from now on promises average crop.—Cologne Mill Co.

Brownsville, Minn.—Acreage of small grains about 95% of last year's crop; looks very promising for a good crop. Corn is late, but warm weather from now on will make a fair crop. Flax never looked better. Timothy about 60% of last year's crop.—M. St. Jensen, of Jerce-Stephenson Eltr. Co. Woodlake, Minn.—The weather and crop conditions are not the best in this section. Have had the worst spring for water for a good many years. All old lake beds, which have been absolutely dry, are full of water. Small grain on high land looks good yet; flax on low land looks yellow on high ground, but right in yet. A corn crop the weather and conditions must be perfect from now on.—W. N. Cayott, agt. Columbia Eltr. Co.

## Missouri.

St. James, Mo.—Wheat threshing begins July 9; quality of grain good but crop and acreage light. Oats looking well and will be an average crop. Corn looking fine and promises large crop.—Wm. Heller, Jr.

Seventysix, Mo.—We have a good crop of wheat; will average about 30 bus. to the acre; excellent quality. Corn will not be so good this year, but will average about 50 bus. per acre. No better quality of wheat has ever grown here before.—A. D. Parker.

Sedalia, Mo.—Crop acreage about ¾ of what it would have been if we had not had a wet fall. Crop conditions good and the wheat that has been threshed is as fine as any we have had here in years. Will have perhaps 2-3 of a crop. Threshing has been rather slow on account of local showers, but think that within the next few weeks with good weather, we will see most of our wheat threshed and in the bin.—Sedalia Milling Co.

Columbia, Mo.—Most all crops showed improvement during June, which was favorable for cultivation and growth. Wheat harvesting was about completed July 5, except in a few extreme northern localities, and most of the crop has been put in shock in excellent condition. Straw is free from rust; quality very fine, and if fair weather continues a few days longer, so wheat can be threshed or put into stack the whole crop will practically grade No. 2; only 4% of crop was not harvested, due to excessive rains last fall, freezing last winter and to dry weather last spring; preliminary estimate as to yield is for the state of the entire acreage of the state, or about 14 bus. Oats condition 52.8, which is 5 points better than a month ago. In a few counties in northwest section the crop is almost a failure, owing to the severe drought. Corn crop condition is 84, or 8 points above report for June. Counties in northwest have had severe droughts and show the lowest average, but crop is not far enough advanced but what rain in the near future will make great improvement. Average condition of meadows, 55.4, compared with 53 for June.—Geo. B. Ellis, secy. State Board of Agri.

## Nebraska.

Papillion, Neb.—Wheat is an average crop. Oats are poor. Corn a little late, but looking good.—J. C. Wright & Son.

Riverton, Neb.—Wheat and oats will make a fair crop. Corn is small, but looks good. We are getting plenty of rain.—Chittwood & Chittick.

Heartwell, Neb.—Wheat crop good; yield will be as good as last year and quality better. Corn looking good. Oat crop will be light. Bulk of wheat will be cut by July 10.—E. W. Lambert, agt. W. H. Ferguson.

Nickerson, Neb.—Some wheat being cut July 5; good quality on high land; some on low land that can not be saved on account of excessive rains. Oats very poor; short and rusting badly. Corn will make about half a crop, with good weather from now on.—J. C. Brown, agt. Devereux Eltr. Co.

Orleans, Neb.—Wheat acreage 75% of average, now cutting; condition good and yield probably 20

bus. to acre. Corn acreage 120% of average; looks well; needs rain. Oats usual acreage; quality good; stand poor; will yield probably 35 bus. to acre. Rye and barley like last year. Need rain badly for corn.—Sandford Nickouts.

Overton, Neb.—Condition of small grain good, considering the dry season we have had so far in this immediate vicinity. Wheat harvesting in progress; yield is above expectations; quality excellent. Oat harvest will begin about July 20, probably a little earlier; indications are that the yield will hardly be up standard, but quality very good. Corn is a surprise to every one as to how it keeps growing during all this dry spell; if we have a good rain in the near future would have a good average crop. Cannot give definitely what the yield of small grain will be as no threshing has been done yet. Farmers are estimating from 15 to 30 bus. of wheat, but I think an average of 20 bus. will come pretty close. Oats probably will yield 30 bus. on an average.—P. Sharp, agt. Omaha Eltr. Co.

## New York.

Buffalo, N. Y.—The state winter wheat crop is about matured and will be a good one, altho hardly as large as last year.—J. C.

## North Dakota.

Jamestown, N. D.—Crops in this locality are looking fine.—Game & Caldervale, Ohio.

La Rue, O.—Crop prospects good; hardly as much wheat as usual; quality good.—J. A. Bond.

Defiance, O.—Wheat good, oats very slim, no hay to speak of, corn will go better than half a crop.—J. D. Spangler.

West Liberty, O.—Wheat is being cut and is of good quality. Corn looking well. Oats crop looks very sickly.—L. W. Baldwin, of Baldwin & Elliott.

Bethany, O.—Wheat is about all in shock; average yield; fine grade. Oats much improved; fair crop. Hay medium crop; too much white top in meadows. Farmers offering new wheat at 80 cents. Think 75 cents will be opening price.—Kyle & Williamson.

Moffitt, O.—Average acreage of wheat; quality fine; yield about 15 bus. per acre. Oat acreage 75 per cent average; yield light; near 30 bus. per acre. Corn average acreage; outlook fair; light holding in farmers' hands of old crop, of either wheat, corn or oats.—V. N. Whitas, mgr. H. W. DeVore & Co.

Miller City, O.—Yield of grain is very good this year. Large crop of wheat raised which looks fair to a good acreage; it is shorter straw this year than last, but seems to be better filled. Corn crop will be large. Timothy is short crop and hay will be high around here as it was too dry for timothy in spring.—Nish L. Miller.

Irwin, O.—The wheat acreage in this section is about 1-3 larger than last year; just beginning to cut; quality looks to be good. Oat acreage about ¾ of last year; quality looks good and straw will be short; yield fair. Corn acreage about the same as last year; prospect good for this season of the year. Weather very dry, need rain badly. Looks like wheat would start at 75 cents, or near that price.—R. B. Gordon.

Miamisburg, O.—Wheat is threshing out well; good yield and very good quality; think will yield above average; acreage about same as last year. Corn is improving; late rains and hot weather are making a fine growth. Oats will be a short crop, but much better than expected a few weeks ago. Hay crop will be short. Timothy meadows have improved very much in last 10 days.—Uriah Engleman, proprietor Miamisburg Flouring Mills.

Columbus, O.—Wheat has maintained the promising condition reported one month ago, the present estimated prospect being the same as shown in the June report—84 per cent of an average. In some sections of the state wheat has advanced many points during the past month, while in other sections a slight decline is noted, but as a whole the outlook for a good wheat crop is very encouraging. The correspondents generally report it as well headed, but short in straw. There is some little complaint of damage by weevil. In anticipating the total yield of wheat for the state, consideration must be given to the short acreage of timothy seeded, and although the total number of acres reported as plowed up this spring, 47%, is so small as to leave approximately the original acreage seeded to be harvested, the area is so far below an average that even with the high average production per acre now promised the total yield for the state can

hardly reach an average crop. Oats is making a very poor showing, although its present estimate condition shows a slight improvement over the condition reported last month, being now estimated at 76 per cent, a gain of three points. The area planted to corn is 2 per cent less than that reported by the township assessors last year, a shortage of about sixty-three thousand acres. The stand of corn over the state is very uneven, due to the irregularity in time of planting, owing to unfavorable weather conditions. Complaint of damage by cut worms is very general. Its present estimated condition is reported at 85 per cent of an average. The estimated wheat acreage is 1,859,391, compared with 1,866,467 acres sown last fall. Damage done to corn by cut worm, 5%; by white grub, 3%. Condition of barley, 86% and of rye, 90%.—Ohio Department of Agri.

## South Dakota.

St. Lawrence, S. D.—Crops are fine. Weather good.—W. J. Davey.

Davis, S. D.—Small grain good and heavy. Corn a little behind. Pastures good and plenty of rain.—John R. Ellis, mgr. Farmers Eltr. Co.

Springfield, S. D.—Crops of all kinds looking good. Corn somewhat backward, but making good growth at present. Oat crop looking fine; acreage larger than last year. Quite an amount of old corn in hand of farmers yet, but not much wheat or oats.—J. M. McCollum.

White S. D.—Crops in this section are looking good. Oats are very fine, with increased acreage. Barley looks good; about same acreage as last year; prospects good. Durum wheat looks excellent; big acreage over last year. Large decrease in acreage of spring wheat, with a poor showing for a crop; for a crop, with red rust and is a thin stand, with short straw and late to head. Timothy is not as good as in other years; heads are short and it is thin on ground. Corn is a little late, but is of good color and a good stand; will make a good crop if weather is right during July and August.—Denhart & Alguire.

## Texas.

Godley, Tex.—The oat crop is good and quality was never better. Wheat not so good. All grain bringing a fair price.—Billard & Griffith.

Garland, Tex.—Wheat and oats are now marketing wheat selling at 77 cents, of good quality; yield averaged about 10 bus. per acre, which is rather low for this country. Oats of fair quality; yield about 40 bus. per acre; selling at 32 cents per bu. Corn promises to be an average crop.—G. W. Crossman.

## Wisconsin.

Madison, Wis.—Condition of corn up to June 15 was not encouraging, but since then, with warmer weather, it has grown better, and on July 1 is only a little behind the average, for a term of years, in growth and promise. Stand is generally good, and notwithstanding frequent rains, most fields are well worked and free from weeds. Winter grains are nearly ripe without any serious interference from rust or insects. Spring wheat condition last year was universally overgrown, and last year and give promise of maturing with less loss from lodging. Condition of winter wheat on July 1 was 88½; spring wheat, 93½; rye, 94; barley, 96; oats, 97½; corn, 89; potatoes, 95.—John M. True, secy. Wisconsin State Board of Agri.

## Government Crop Report.

Washington, D. C., July 10.—Average condition of winter wheat July 1 was 85.6, compared with 83 on June 1, 82.7 on July 1, 1905, and a 10-year average of 79.4. Average spring wheat condition 91.4, compared with 93 on June 1, 91 on July 1, 1905, and a 10-year average of 88.2.

Amount of grain remaining in hands of farmers July 1 is estimated at about 46,063,000 bus., or about 6.6% of the crop of last season, compared with 24,000,000 bus. in farmers' hands July 1, 1905.

Preliminary returns show corn acreage planted to be about 95,535,000 acres, an increase of about 1,524,000 acres compared with the estimate of acreage planted last year. Condition on July 1 was 87.5, compared with 87.3 on July 1, 1905, and a 10-year average of 86.4.

Average condition of oat crop July 1 was 84, compared with 86 last month and a 10-year average of 89.4. Condition of barley 92.5, compared with 93.5 last month, 91.5 on July 1, 1905, and a 10-year average of 88.2. Condition of rye July 1, was 91.3, compared with 92.7 on July 1, 1905, and a 10-year average of 90.1, as reported by the crop estimating board of the Dept. of Agri.

## Mid-Summer Meeting of INDIANA GRAIN DEALERS

The Midsummer Meeting of the Indiana Grain Dealers Ass'n was called to order by Pres. E. M. Wasmuth at 10:45 a. m., June 27th, in the Assembly Room of the Claypool Hotel. About 100 dealers were present.

Pres. Wasmuth read an address from which we take the following:

### President's Address.

The five months that have intervened since our last meeting are the months in which the movement of crops is lightest and the business of the grain shipper at its minimum of volume. Naturally, the result to the Ass'n is the season of least activity.

During this time, however, there have been handled some matters of great importance. I believe the grain dealers' ass'n has continued in a very prosperous condition. There have been two meetings of the Board of Managers to consider the matters intrusted to it by the Ass'n in its annual meeting in January. At that time the retiring president recommended approval of the Ass'n of the McCumber Bill for government inspection, and this and a resolution looking to the stationing of check inspectors at terminal markets by this Ass'n was referred to the managers.

At their meeting, a committee of which Mr. McCordle is chairman, was appointed to investigate the advisability of establishing check inspectors and report. This report will be heard to-day, and I trust the matter will be thoroughly discussed and settled permanently. I do not wish to discuss the question myself, except to say that I could not approve of the undertaking unless it is entered into with practically unanimous approval of the members, and unless it is plainly evident that it can be successfully carried out.

**Demurrage.** In line with your instructions to endeavor to secure the co-operation of other ass'ns to the end that a test case be brought before the State Railroad Commission to determine the rights of railroad companies to collect demurrage and the reciprocal right of shippers to demand a like penalty from the railroads, the secretary was ordered to correspond with the officers of the several ass'ns interested. As a result of the efforts of the secretary, a committee from the Board of Managers met a like committee from the Indiana Lumbermen Ass'n, the Hardwood Lumbermen Ass'n and the Shipper's Protective League of Indiana, and arrangements were made whereby there has since been prepared a complaint or complaints which will be heard by the commission at an early date. It is a matter for congratulation that the question is to be decided promptly and the rights of the shippers under our present laws determined.

**Claims Bureau.** The proposition for a Claims Bureau was considered without any action being taken looking to its establishment. In the meantime, members are informed that the secretary will lend any assistance he can to collect their claims.

The work of extending the Ass'n over the state has been continued by the secretary, and this meeting finds us better organized than ever before. I will not go any further into the detail of the work done at this time. These mid-summer meetings are held at a time just before the beginning of the crop movement, for the purpose of ascertaining the conditions and correcting any abuses that may exist before the rush of business. I am pleased to be able to state that the grain business of the state is on a firmer foundation than ever before. While there yet remain places where unjust and unfair competition exists and unbusiness like methods are practised, the rule is that dealers compete with their neighbors on a basis of equal opportunity, which is the desired end of our efforts. The equipment of the elevators of our state has been so generally improved as to insure to the producers the opportunity to dispose of their grain where it can be handled to the best advantage.

The one thing needed at this time is more general support of our State Ass'n, and it is to this that I wish more particularly to call your attention to-day. I am not pessimistic and, in fact, I do not see

anything but encouragement in the condition of our Ass'n, which is better equipped for good work than ever before, but there is much need of organized effort, and we need the good will and support of every grain dealer in the state. This can be accomplished by the individual efforts of the members. There are 700 regular dealers in the state. Of these, 231, or just 33 per cent, are members of our Ass'n. In other words, out of ever 100 dealers, 67 have been content to allow the other 33 bear the burden while they reaped an equal share of the reward of their work. The market conditions are being corrected, and assistance is given in every way to all legitimate dealers. These things are being done by 231 of us. Can you estimate what might be accomplished by 700? Think of getting 500 enthusiastic members in a meeting here. How many more ideas we could get, how much more force our work would have. It is surely worth the effort. I believe the grain dealers' ass'ns have accomplished more real good than any other similar organizations, and yet we apparently do not have the same support. The work is left to the faithful 33 per cent.

The State Bankers Ass'n has enrolled more than 60 per cent of the bankers of the state. The Lumbermen Ass'n has as large a per cent of the lumber dealers, and the Michigan & Indiana Coal Dealers Ass'n have interested probably 70 per cent of the coal dealers of the northern part of the state.

I want to appeal to the members present to see if we cannot, during the next six months, increase our membership to at least 350, or just one-half of the dealers of the state, and have the largest and most enthusiastic meeting next January that we have ever had. In our local ass'ns there are 133 members who do not belong to the State Ass'n. Won't our local ass'n officers make a special effort to get these dealers to join with us? If each dealer present will go home from this meeting determined to do his part in an effort to double our membership, I will guarantee that there will be "something doing" in the Indiana Grain Dealers' Ass'n before January 1st, next.

In conclusion, I want to congratulate you upon the successful closing of a fairly prosperous crop year. Crops were abundant and the markets have been reasonably stable and uninfluenced by speculation. The losses many of us were compelled to take on account of bad corn previous to the holidays have been largely recuperated since. The prospects for the new crop, while not flattering in some sections, are excellent in others and average well over the state.

I hope that each will have a pleasant and prosperous season.

Upon motion of Secy. Brafford the following committees were appointed by the Pres.:

**Resolutions:** M. C. Burt, Bennett Taylor, J. W. Witt, E. W. Ball, O. J. Thompson.

**Nominations:** J. W. McCordle, C. E. Bash, Wm. Donlin.

Geo. C. Wood read the following paper on Reciprocal Demurrage and Proper Distribution of Cars:

### Reciprocal Demurrage and the Proper Distribution of Cars.

By the term demurrage we understand: first, the time a car is held for loading or unloading beyond the time allowed by the service ass'ns. Should a shipper fail to load or unload a car within forty-eight hours—the time limit as fixed by the car service ass'n of Indiana—after it is set for that purpose, the car is said to be on demurrage. The rules of the ass'n take no account of weather conditions nor the kind of freight to be loaded or unloaded. They are immutable and ironclad and the directions say: Take it.

The term demurrage also means the fixed charges for each twenty-four hours' delay or detention beyond the free time allowed.

Reciprocal means mutual; given and received. It is right and fair that demurrage

should be received as well as given. What is the relation existing between the shipper and railroad co.? In the case of grain, the dealer buys the products of the farmer directly from the producer. He stores these products and prepares them for shipment, and has suitable equipment to load out promptly when he desires to make shipment.

The average elevator has a storage capacity of at least twenty thousand bushels of grain, double the amount necessary if the car service was adequate at all seasons of the year. This means, in the first place, a permanent increase in the amount of capital invested, and secondly, increased insurance, taxes and operating expenses.

The dealer is expected to handle the farmer's grain whenever it is offered. Often when cars are scarce he is compelled, at great expense and inconvenience, to improvise additional storage room. He holds himself out as a buyer of the farmer's grain and he should be able to care for it with a reasonable amount of storage capacity. A large percent of the farmers prefer to market their surplus grain when harvested, and consequently have no storage bins of their own. Moreover, it is customary among them to make their future obligations fall due at the mid-summer and mid-winter harvest seasons. It is right that they should be able to market their products whenever the necessity may require or their judgment of market conditions may dictate.

Under the terms of their franchises and their common law liability, it is the duty of railroad cos. to furnish adequate facilities for the transportation of all freight whenever offered and that, too, without discrimination. The shipper, faring the same as the large one, this is the legal as well as the moral duty of the railroad cos.

There is not a shipper present but who is a witness to frequent failures of the performance of this duty on the part of the railroads. Scarcity of cars, lack of motive power, unprecedented volume of business, acts of Providence, are all familiar excuses offered by railroad cos. When the facts are, in nearly all cases some favored interest is receiving the transportation facilities while the common herd waits.

In the language of the street, when a railroad co. seeks to avoid responsibility everything goes, and "strange as it may seem our courts take cognizance of these false pretenses. It is meet thereupon that Justice should be painted blind and with towed head.

Railroad officials know crop conditions as well as grain men. It is their duty to know these things. They know in advance the probable tonnage that will be offered at every station on their lines. It is their duty to furnish adequate facilities for its prompt movement.

If they fail in this performance of a known duty week after week, month after month and year after year, why should they not pay for this neglect?

As conditions have existed in the past, the weaker or grain has been powerless to protect himself against a downward market.

If he sold his grain for future shipment his contract was promptly cancelled at the expiration of the time of shipment. On the other hand, if his judgment was bad as to market conditions and the market advances, he pays dearly for his temerity. In short the ordinary shipper is reduced to the condition of a guarantor of railroad dividends, stores goods for shipment after others are served, pays all the freight of all descriptions and boards himself.

Demurrage charges should not only be reciprocal but they should be cumulative at an increased ratio for each day after demurrage begins. This alone will not cure the evil and secure the ordinary shipper his rights of which he has been so long deprived. The Interstate Commerce Commission should be clothed with power to say how fast interstate traffic should be moved. Shippers will make a grave mistake if they suffer the agitation now sweeping over the country with irresistible force, to abate until these two things are accomplished. The power conferred on the Interstate Commerce Commission and with reciprocal demurrage in the matter of furnishing cars, the average shipper can depend on a fair return for the risk he incurs on the capital and labor invested.

In the matter of the proper distribution of cars, this in my judgment is easy of attainment. The amount of tonnage in car lots of all descriptions of merchandise from any station on any line of road can be known and is known from year to year. A proper distribution of cars would be in proportion to the tonnage offered.

Railroad officials know the harvest time there is an increased demand for



grain cars, which continues for a period of about thirty days, and when corn moves this extra demand is for a period of about sixty days. These conditions occur every year. They are not new and unforeseen. They should be provided for.

In conclusion, fellow grain dealers, let us stand for the right at all times and under all circumstances, neither swerving to the right nor to the left. Let us not suffer our zeal in this matter to be lulled to sleep by any promise to be good, but on the contrary press the fight all along the line until such laws are written in the statutes of the land as to enable every shipper, be he ever so humble, to compel fair and courteous treatment.

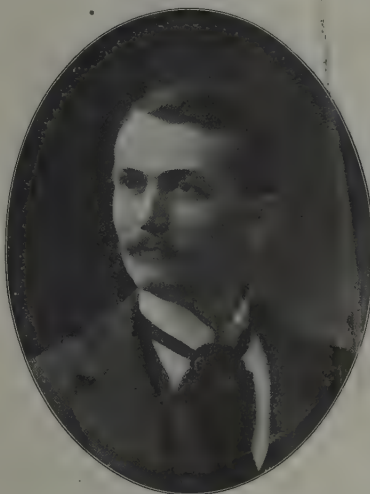
J. W. McCordle: We had a hearing before the R. R. Commission about two weeks ago. Our ass'n was represented by Judge Edgar A. Brown and the railroads were represented by a number of attorneys. I heard one attorney talk and I listened to him about twenty minutes, but I could not tell what he was talking about. Of course he was a lawyer and I was not. There were some technicalities in our complaint that they took exception to, as a result of which they tried to get a ruling from the commission favorable to their interests. I wish to say to the members present that it is the wish of the Chairman of that commission, Jas. T. Eaglefield, that if any members of this ass'n have any cause for complaint against the railroads for failure to furnish cars that they send it to him, so it can be used as evidence. Gentlemen, this is a most important matter and I feel like assuring you that if you have any complaints or have had any complaints against the railroads on which you reside that you should have no fear to go before this commission when the time arrives and give your testimony. It depends largely on what you say as to the ruling which the commission will make. We have to present some complaints in the form of evidence before the commission can act. We shud have some responsible shipper present evidence to the commission telling them of cases of negligence on the part of the railroads which have occurred during the past year or past two years. If you have any complaints give them to your Secretary.

C. S. Bash: I just came here from the State House. I had a talk with Mr. Adams and he said the hearing in the demurrage case has been set for July 20. I do not think this ass'n is alive to the importance of this matter. I do not think that any dealer in the state of Indiana has ever realized to the fullest extent until now, if he does now, the importance of this railroad commission. We had reason for filing a complaint with reference to rates on a commodity shipped from Ft. Wayne. To my surprise when I came before the commission I found that every railroad was represented, including some of the best talent and brainiest men from all over the United States. In fact they seem to take the greatest interest in any case that is filed.

I want to say to these gentlemen here that they do not realize, they do not appreciate the fact that railroad rates and railroad rules are made by people who do not know anything about the rates or rules they are making. When the Pres. and Genl. Mgr. of a certain railroad was put on the stand in the State House a few days ago and was asked how he determined the rates which were made on his road he said he would have to write

a book to explain it and then possibly it wud be too voluminous in detail to be understood. Again he was asked how they arrived at these rates, whether by value or comparison with other roads or in what manner. He said he guessed it was by intuition. Now, gentlemen, this is the statement of a man under oath before the Railroad Commission of the State of Indiana. If that does not indicate to this body of men that it is high time they shud give information to the Secretary as to their complaint and their reason why there shud be an adjustment or re-arrangement of these demurrage rates, I do not know of a stronger persuasion that cud be brought to bear.

I want to say that the railroads do want to be fair and do want to deal with you



Pres. E. M. Wasmuth, Roanoke, Ind.  
Also Pres. Nat'l Hay Ass'n.

fairly and honestly. But I want to say to you also that they do not know how to do that because they do not put the brains in these departments that make these rates and rules, but it is made up with the idea of squeezing as much out of the public as it will stand. I want to be understood in saying that in a positive manner because that is the result of evidence brought out at this investigation.

When five men in New York can sit down and say what the rate shall be out here in Indiana it is pretty near time the people of Indiana should say what the rate shud be. If not we shud not complain if the rates are not to our liking. The more you demand your rights the more respect they will have for you. The man who asserts his rights and gives a reason therefor is the man who will have some attention. The man who keeps still and goes about his business will be kicked aside and no attention will be paid to him.

The equity, the justice and the fairness of reciprocal demurrage is so plain and so apparent to every railroad man he will not discuss the subject with you. It has come to that point, gentlemen, where they do not care to discuss it. As was brought out by evidence before our legislature when the law was enacted establishing a railroad commission, it was found that demurrage at the rate of over \$100,000 a year above all cost of maintenance of the Car Service Ass'n was being collected every year from the ship-

pers and receivers of this state. Now, it is up to us gentlemen to agitate this matter in such a way that we will bring to the attention of this commission all the reasons for demanding reciprocal demurrage. Every man who has a grievance or has any fault to find in any way, shape or form with the present rule should make them known to our Secy., Mr. Brafford. You shud not delay in this matter nor whisper in his ear for fear the railroad people will know you are complaining, but on the other hand you shud tell the railroad you made complaint. It shud be made known that we want reciprocal demurrage and we shud have reciprocal demurrage in every sense of the word and we shud have fair and square treatment from this time forward.

J. W. McCordle: If we fall down in this case it will be bad for us. It will be a poor recommendation in the future to ask the railroad commission to do anything for us. We have this thing in such shape now that if we can produce evidence we will get some decision. I feel that the gentlemen on that commission will render a just decision. Do not leave this meeting here to-day if you have any evidence without giving it to the Secretary. Just as Mr. Bash said, the railroad company will respect you more if you will stand up for your rights. The railroad attorneys are making a desperate effort, the railroad men are laying all kinds of schemes to repeal that act that created the railroad commission of the state of Indiana.

J. M. Brafford: I do not believe the grain men appreciate this matter as the coal men or the lumber men. There are not very many of us who pay demurrage. Where we suffer most is in getting cars. We order cars but we do not get them. The railroads will not haul our grain as long as they can haul something that brings a higher rate. It is pretty hard to get evidence from the grain dealers on the demurrage question. Altho I have been to a number of grain men, I have hardly been able to find one who has paid demurrage, but you have all suffered from lack of cars. We feel that if we can get this act thru and the railroads have to pay a dollar a day, it will be a spur to induce them to furnish cars when ordered. I hope if any of you have had any trouble in getting cars you will give me the evidence.

C. B. Riley: I would like to make a suggestion and it may be that it could be embodied in the resolutions, and that is on the subject of car service or rather on the subject of distribution of cars. Under the present system for the distribution of cars there are numerous restrictions governing the use of cars. For instance if the Big Four has a car on its line belonging to the New England Ass'n it is necessary for it to haul it back to New England and can only load it with material intended for a New England point. We shud have a system whereby cars could be used to go to any and every point. There are fully 25 to 30 per cent of the cars in this country that are out of service all the time simply by reason of these rules. The dealers here who are interested in this subject shud express themselves.

## Wednesday Afternoon.

Pres. Wasmuth called the afternoon session to order shortly after three o'clock, and called on J. W. McCordle, who responded as follows to the subject Terminal Inspection:

## Mr. McCardle Favors Check Inspectors.

In looking back over the past, gentlemen, I have lived to believe that the grain dealers of Indiana, especially those who are organized and affiliated with this ass'n, have accomplished much good. Many reforms have taken place since this organization was formed, and it is one of the proudest moments of my life when I say to you that to be a member of the Indiana Grain Dealers Ass'n is an honor that I highly appreciate and shall consider it one of the blessed memories of my life.

I served a long time in the country elevator. I am talking to the country shipper to-day, and with malice toward none and charity for all I assure you it is not now my intention to drop a word of disparagement for any terminal firm or inspector who is present.

As I stated before, after 25 years' experience in the country elevator there are conditions I believe should be righted, and one of these conditions is that to all contracts there should be two parties. The business of the country dealer depends largely on his own effort. If a man goes into the elevator business in the country in the beginning he has a hard road to travel.

The farmer drives in with a load of wheat or corn. The first thing the elevator man will do is to climb on that wagon and see for himself if it is a certain grade. He will express himself to the farmer that the wheat grades so and so.

The farmer says, "No, it don't; that is No. 2 wheat." The farmer and country elctr. man there and then will determine the value of the wheat and the grade of it. They will fix upon a point on which a settlement is to be made there on that scale.

Therefore, I say on all sales there should be two parties. The inspectors in all terminal markets, and I say it with the greatest of respect, that I believe honestly that the gentlemen that inspect and weigh my grain in that market have done it honestly and as near right as they knew how. The gentleman that inspected my grain for almost twelve years is here to-day. I esteem and regard him very highly. I would not say an unkind word against him if I could. We want to get at this matter in the most conscientious and honest way we can. I say now if we had a terminal check inspector in every terminal market in this country, better relations would exist and you would not have half as much trouble as you have now. I am indirectly informed, whether it is true or not I cannot say, that great many terminal handlers are opposed to this check inspection. Why they are, I am not prepared to say. I believe if we had a terminal inspector and these two men could take these samples and examine them and take it over and inspect it there and then, you would have better results along that line.

Another thing, I do not believe it is right for the receivers of this country to be sending grain to market and allowing one man to pass judgment and say whether it is No. 2 or 3 or 4. I believe it is right that the shippers of the Middle West should have a representative there to look after their interests. I just want to leave a few figures with the country shippers here and I want you to take them to your homes and study about them. It is for you gentlemen to decide whether you want a check inspector in Buffalo, Toledo, Cincinnati or any market.

I take Chicago as the basis because that is the largest receiving market in this country. In 1905 Chicago received 197,293 cars of grain. In the month of September I received 280 cars of No. 2 Hard and 289 cars No. 3, which is a difference of nine cars No. 3.

In October Chicago received 721 cars No. 2 and 832 No. 3 Hard Wheat. I will leave you to decide whether there was more 3 wheat in October than in September, and whether it is not a fact that in the great Northwest and in the West the best grain is always kept to the last and the poorest grain shipped first?

In November No. 2 Hard wheat received 589 cars, No. 3 Hard wheat 2,157 cars. Why is it that there is almost three times as much 3 Hard wheat as No. 2 Hard? Why should there be so much more 3 wheat when the weather conditions are perfect for the grading of grain? This makes a difference for the year of 3,870 cars of No. 2 and 5,374 cars of No. 3 in the city of Chicago.

In the month of May Chicago received 1,328 cars No. 2 Yellow Corn and 957 No. 3 Yellow. This was in the month of May. In the month of June—we admit that

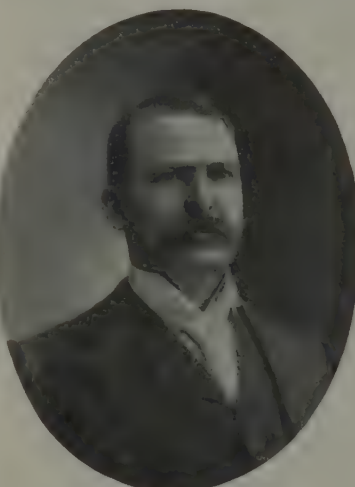
June is a germinating month, and my experience has taught me that corn will not grade as well in June as in May—Chicago received 1,975 cars of No. 2 Yellow, 2,483 No. 3. In August, 1,054 cars of No. 2 and 1,066 cars of No. 3, making a total amount of corn received 8,616 cars of No. 2 and 19,777 cars of No. 3. In the month of October there were received 3,283 cars of No. 3 and 3,631 No. 4, which is a very small difference.

No. 3 white oats received in October, 3,032; No. 2, 2,635.

No. 3 white corn, in the month of July the receipts were 1,997; No. 4 white corn, 1,915.

In the month of September there were 3,121 No. 3 white and 1,389 No. 4 white, and these are the only two months I give because of the fact that these are two months when corn would be the poorest.

Another question I want to propound to you is, in my short experience in the city



Secy-Treas. J. M. Brafford, Indianapolis, Ind.

of Indianapolis during the past year, I learned that there are dealers in the terminal markets that would pay one cent a bushel more for grain at country station than they can get for it down East. There are dealers in this country to-day that will pay  $\frac{1}{4}$  to 1 cent a bushel more for grain than they can possibly get in the East in a domestic market or for export. I will ask you gentlemen why that is so. That is why we want a check inspector. There is only one way I can see that the terminal buyer can pay a cent a bushel more for grain than he can sell it for, and that is that he expects four or five of these cars to grade off.

These are some questions for you to think about. It is for you to start this thing and bring about a reform movement. I want to say right here that I think it is the judgment of the inspector that is at fault. I don't say these fellows are dishonest. I think this thing will never be remedied until we have a check inspector. I will read a resolution which has been prepared on the subject.

### Check Inspectors.

RESOLVED, by the Grain Dealers of Indiana in their mid-summer session at Indianapolis this the 27th day of June, 1906, that it is the sense of this convention that the matter of check inspector in the principal terminal markets available to the Middle States should be established and maintained, and, if necessary, to meet the expenses of such inspection, that an additional inspection fee be provided for and collected by such markets.

RESOLVED, that it is desirable, if not absolutely necessary, to have the co-operation of the grain dealer by as many of the Middle States as possible to insure a fair test of this proposed plan; therefore, the Grain Dealers' National Ass'n should be and is hereby requested to take the matter up, and secure, if possible, the co-operation of other states to the end that this matter may be put into force and effect in time for the present maturing crop. Be it further

RESOLVED, that the exchanges through their proper officials in terminal markets in which such check inspectors may be

located are requested to instruct their official inspectors to supply the check inspector with duplicate official samples of all grain that fails to make regular contract grades, and not to issue certificates thereon until after such check inspector has examined and passed upon the same, and if his inspection sustains the official inspection the certificates shall then be issued and show such fact. If the check inspector and chief inspector fails to agree then the check inspector shall be authorized to appeal to the proper board on appeals in the name of the shipper as fully and under the same terms that the shipper could if personally present. Be it further

RESOLVED, that the check inspector should be authorized to represent the shippers in all other matters pertaining to their interest in such terminal markets and that the details of an effective plan should be worked out and that these resolutions shall be considered as a guide to an expression of the views of this Ass'n.

Now, gentlemen, I move the adoption of the resolution.

Pres. Wasmuth announced H. W. Kress who read a paper on Conclusions and Idea Arrived at After a Year's Study at Terminals:

G. H. K. White: In regard to this check inspection. As for the New York market we will be pleased to have you appoint any number of men. We would rather have them there than not.

Geo. C. Wood: If the expense of this inspection is to be met by voluntary contribution from dealers I doubt if they would support it. The President tells us that only 33  $\frac{1}{3}$  per cent of the dealers of the state are members of the ass'n.

G. H. K. White: All a shipper to a New York market has to do is to say what the grain should grade and if it fails to grade instruct his receiver to hold it.

Mr. Wellington: The gentleman spoke of respecting the consumer as well as the shipper. That is all right but we have never had a complaint from the consumer as far as I have heard of. If he had any fault to find with the inspection we would certainly have heard of it before this time. I beg to differ with him on the question of not only one man having the grading of this grain in hand. I was in Baltimore a few years ago. While I was there with a local appeals comite the superintendent of the elctr. called their attention to two cars of corn on which there had been a difference on the inspection. They went out with their pans to inspect these two cars of corn and they said that it had been inspected all right. They asked me what I thought of it and I said I thought it was No. 2 corn. They said, "Oh, well, it is a liner and we let it go thru as No. 3." That is the kind of a deal the western man gets. I said "You, gentlemen, are constituted a committee to inspect this corn and you make it the same grade as your inspector."

They said, "It won't do to go back on our inspector."

I said, "You have two cars. You could make one 2 and the other 3."

They said, "Oh, no. That won't do."

This is the kind of inspection we get, and that is why I am in favor of a check inspector.

W. W. Alder: I do not think there is a whiter set of men in the world than the grain dealers. I believe the grain dealers of this country will inspect No. 1 white every time. Now, gentlemen, we have one gentleman who says that the shipper is not getting a fair deal and another gentleman says he does. The truth of the matter is that the inspector at Buffalo is right there. The inspector is there to put the proper inspection on the grain regardless of where it comes from. It is to the interest of the Exchange at Buffalo or any other market to have proper



inspection. If the inspection is poorly done that market gets a black eye. The truth of the matter is there must be equity in this matter. I do not think any one will object to check inspectors in the different markets, but I do believe we ought to be careful to know what we are doing. I will say right here that while most of the men in the grain business are white, there are some men in the grain business that ought not to be there. I think each shipper should spend more time in seeing that he gets the right kind of grain. Let us remember and let us believe that the people in the terminal markets are just as honest as we in the west. I believe it. You will find shysters everywhere. The only thing is to leave them alone.

## Inspector Shanahan on Check Inspectors.

Mr. McCordle's address left me with the impression (I may be wrong and I hope I am) that he was trying to impress upon your minds that there were conditions in the terminal markets which were fraudulent. Now, gentlemen, I was present at this meeting last fall when the proposition of check inspectors at terminals came up, and I believe that you were here understood me to say I was thoroughly in favor of such a method. Not that I thought there was going to be any great change in the grade you got on your grain, because I do not think that possible, but with the idea of showing to the people who are dissatisfied some effective reason why their grain does not grade.

Mr. McCordle says this grain was graded on one man's judgment in these markets. Now, I want to deny that. In fact, that is not so, and any man who knows anything about terminal conditions knows it is not. Furthermore, the inspector not only has the interests of the western shippers at heart, but he also has the interest of the consumer, who perhaps contributes just as much to the grain trade as the western shipper, and therefore they are entitled to some consideration. They have no organization as great as you have here or in your national ass'n.

I want to reiterate that I personally, and I do not believe the Buffalo market is opposed to having a check inspector in that market, but if they go down there with the idea that they are going to force a grade on the Buffalo market or any other market and the consumer, I do not think they are going to succeed. A man who has 20 or 25 years' experience in a terminal market ought to know if he has any ideas at all, what the trade requires.

A man who has a little country station somewhere—now I do not say this disparagingly—perhaps he knows the conditions for 15, 20 or 30 miles around that station and thinks the world moves on that basis. To give you an illustration, I recently received a letter—it was almost abusive—from a dealer out in Illinois. He had shipped a car of oats to Buffalo which had graded No. 4, and they were good grade for that. They were musty and almost unmerchantable. Of course, I did not know whose car it was. In about a week after the arrival of the car I got this letter abusing me for the way in which the car was graded. Of course, this is not the only letter I got of this kind, but I believe there is an inspector present who does not get them.

I wrote this person a letter, however, explaining why this car graded 4, and he replied and said he was going to the meeting of the state ass'n and was going to fight for legislation on this subject and to reply to the dealer, telling the gentleman by name, and said: "There is nothing in God's world will give us better satisfaction than to have legislation enacted that will regulate inspection or grading of grain, but if you expect any legislation in this country whereby you can deliver No. 1 white oats at a No. 2 price, you are very much mistaken, because the consumer is going to have something to say when it comes to paying for it."

As to one man's judgment determining the grade of the grain, I will say that that is not so, because the grain is inspected by a deputy in the first place. The grade is made according as his experience and judgment indicates. Then it is passed up to the chief inspector. If the receiver of that grain is not satisfied with the grade given it he has the power to appeal to a grain inspection committee composed of

five disinterested honest men, who pass on that grade. Now, I would like to know if this is depending on one man's judgment.

There is another condition existing in these markets that is to be taken into consideration, and that is that the markets are competitors of one another. New York is a competitor of Buffalo. Buffalo is a competitor of Toledo, Toledo and they all are competitors with Philadelphia and Baltimore. Now what is the result if one market grades higher than another? Why, you send your grain to where you get the most for it. Not only that but I have had dealers take grain from one market to another. Now, then, taking these things into consideration, it would seem to me the statement that there are dishonest, fraudulent practices in the grain inspection departments in the east is not so. I do not object to your sending a check inspector, but I tell you if you expect to revolutionize things and get everything graded you are going to be disappointed.

I want to say just a word on the recommendation that the McCumber Bill be upheld by this ass'n. Gentlemen, to a certain extent I have always felt, outside of my personal interest, that the standard of the different grades of this country would be much safer and much more satisfactory if they were made by the general government of the United States. I do not see that that does not mean that I am advocating government inspection. Nor do I want to see anything go into force like this McCumber Bill. The McCumber Bill has just one redeeming feature, in my judgment, and that is it is not compulsory. In other words, a man is not forced to grain may waive inspection of that grain. That is the best thing about that bill. There is one thing that I think is commendable that has been passed at this session of Congress, and that is the item has been placed in the Agricultural Bill appropriating \$15,000, which is a very small sum, for the establishment of laboratories for the inspection of these grades throughout the country and particularly upon the seaboard.

At the National Ass'n meeting it rather amused me. Every derogatory mention of the government being in hand in the inspection was greeted with loud applause and handclapping. It made one think that perhaps it might be an aggregation of anarchists instead of peaceful citizens. Along the lines I have indicated the United States government can be of immense use in forming standards and telling us the use and value of these different grains. It is ready and willing to spend the money to do it, and I think it ought to be encouraged. On the Great Lakes, the United States government has spent millions of dollars for perfecting these waterways for the transportation of the grain. It has spent millions of dollars in improving seeds and all that sort of thing in a way that has helped the grain business or will.

I think before you take this matter up you want to consider it well, and really I think it would be better to find out if you are being mulcted in these markets before you put these inspectors there at the expense of the shipper.

E. H. Culver: I want to say that four or five years ago the Chief Inspectors Ass'n got up a set of rules governing the inspection of grain and submitted them to the National Ass'n and not until the action of the Chicago convention taken two weeks ago were these rules ever recognized, not even by this ass'n here. I want to say another thing and that is to dispel the idea that one man is going into any market and is going to check the inspection of the grain received there. You will have to have a man at each railroad and you will have to have the co-operation of the National Ass'n. You say you pay all the expense of inspection of your grain, but I say you do not. In our market it is divided equally. The Board stands half and the shipper stands the other half. In regard to what Mr. McCordle said about the inspection. When a car of grain comes into Toledo it is immediately inspected and sampled by the man who receives it. The inspector is not allowed to take any sample out of the car in the Toledo market, but each receiver

takes a sample out of that car and I know ever receiver in Toledo has your interest at heart. They want your business. As to the grain man, I doubt if there is a man in this house that knows the rules of grading at the Toledo market. Mr. Culver here read the changes in the rules governing the inspection at Toledo in effect July 1 and published in the Grain Dealers Journal for Feb. 25.

L. S. Churchill: I do not see any objection to this ass'n appointing a man at its own expense to represent them in the terminal markets. I do think there should be some method adopted on which we can all agree, where you can have a man representing you in the terminal market to look after your interests, and with whom we can take counsel. We had one case where a shipment of grain from Kan-kakee, Ill., arrived in a heating condition and the shipper told us to hold the grain until he arrived. He came and spent a whole day in finding those cars and found that the corn was in a heating condition, and he said if any one had told him that this car would heat in three days after he shipped it and he had not seen the corn himself he would not have believed that he was telling the truth. If this ass'n sends a man to Buffalo with whom we can confer on these grades we will be willing that they should do it.

Pres. Wasmuth: As president of this ass'n I want the action of this ass'n to be conservative in this matter. As a grain dealer and as a country shipper I feel I can look at this from a country shipper's point and if the action of this ass'n is to support this resolution I want to assure the inspectors who represent their markets here and the receivers, who are present that as a shipper I think I can see the motive that controls the shippers. It is not meant in any way as a slap at these markets nor as any influence that the inspectors or people in these markets are unfair, or are rascals or anything of that kind, but we simply feel as tho we ought to have a representative there to prevent mistakes. If either of you take your bank pass book to the bank with \$400, and the teller counts the money and says there are \$399, I want to ask you if you would not count the money or watch him as he counts the money again. If this resolution is adopted it will only be used as a protection against error.

The motion to adopt the resolution recommending the appointment of check inspectors was adopted by a large majority vote.

The following resolutions were read and adopted:

Henry Heile & Sons Co., Cincinnati.

We, your committee, to whom was referred the resolutions in reference to Henry Heile & Sons of Cincinnati, O., beg leave to report as follows:

WHEREAS, it is currently reported that the active managers of the old firm of Henry Heile & Sons Co. have a similar position with its successors, the Cincinnati Grain Co., and that the principle stock-holders in Henry Heile & Sons Co. have a controlling interest in the Cincinnati Grain Co.; be it

RESOLVED, that our secretary be instructed to investigate thoroughly the above report and if unable to convince himself absolutely of the truth of the same by correspondence, that he visit Cincinnati and learn the facts, and report the same to the members of this Ass'n. Be it further

RESOLVED, that the said Henry Heile & Sons Co., having been expelled from the Cincinnati Chamber of Commerce for uncommercial conduct, that it would be unfair and an imposition upon the trade for them to be allowed to masquerade and do business under another name, thereby deceiving the shippers, providing the above report is true.

**Johnson & Son, Goshen, Ind., Refuse to Arbitrate.**

We, your committee, to whom was referred the correspondence between Johnson & Son, of Goshen, Ind., and A. W. Thomson of Indianapolis, Ind., in which the said A. W. Thomson did on the 14th day of December, 1905, offer to arbitrate the said difference before the regular arbitration committee of the Indiana Grain Dealers Ass'n, but to which the said Johnson & Son paid no attention whatever; that on February 27th, 1906, that the said A. W. Thomson again offered in a letter to Johnson & Son to submit the controversy to the same committee, and that on the 28th day of February that Johnson & Son wrote the said A. W. Thomson that there was nothing to arbitrate, and that they have up to this date persistently refused either to settle or arbitrate the difference, and that we recommend that the Indiana dealers take cognizance of the fact, that Johnson & Son refuse to agree to allow this difference to be settled by arbitration, and the further fact that they have been expelled from the National Hay Ass'n for uncommercial conduct.

Signed:

M. C. Burt,  
Bennet Taylor,  
J. W. Witt,  
E. W. Ball,  
O. J. Thompson.

**Classification of Hay.**

WHEREAS, it has been apparent for several years that the change in classification on hay from from sixth class to fifth class was a gross injustice to the farmers of our state, as the change compelled the shippers and consumers of hay to pay \$1 per ton more freight on hay to seaboard and New England points, and a proportionate advance on shorter hauls, and

WHEREAS, Indiana is a great hay producing state, having a surplus from one to two million tons annually for shipment, and

WHEREAS, our relations to the farmer are such as to make our interests mutual, and recognizing the fact that fully two-thirds of the membership of this ass'n handle hay, and further, that the farmers are not organized in such a way as to correct their wrongs and redress their grievances against such discriminations against one of the principal crops of our state, and knowing the motto of this organization to be "Not for self, but for all," be it

RESOLVED, by the Grain Dealers Ass'n of the State of Indiana, in convention assembled this 27th day of June, 1906, that it is the sense of this ass'n that hay should be restored to sixth class classification, whereby millions of dollars annually would be saved to the farmers and consumers of hay, and that a copy of this resolution be sent to the Railroad Commission of this state, with a request that the hay rate be reduced and corrected at the earliest moment possible, and further, that a copy of the same be also sent to the Interstate Commerce Commission at Washington, with a request for similar action on the same by that body.

**Former Members Eligible to Membership.**

RESOLVED, that any person, firm or corporation, now or formerly a regular member or official of this ass'n, in good standing, wishing to continue such membership, shall be eligible thereto, whether actively engaged in the grain business as a shipper or otherwise.

**National Ass'n Trade Rules.**

RESOLVED, that we also recommend that the National Trade Rules be printed with our Constitution and By-laws.

Signed:

J. W. McCordle,  
C. E. Bash,  
Wm. Donlin.

Pres. Wasmuth urged the members to make a determined effort to secure new members before the annual meeting in January and upon asking how many members would make an effort to get one new member before that time a large number raised their hands.

A. F. Files read a paper on Unreasonable Delays in Transit and at Terminals, which will appear in a later issue.

C. S. Bash read the following resolution relating to car service which was unanimously adopted upon motion of Mr. McCordle:

**Want Cars Freely Interchanged by Carriers.**

WHEREAS, it has been suggested that the use and movement of the equipment of the railroads of the country is greatly

hampered and retarded by reason of rules now in force whereby cars are required to be loaded with certain commodities headed towards certain markets, etc., or not used at all, and

WHEREAS, it is believed that the carriers might facilitate the movement of equipment by the establishment of a joint ownership and management and a comprehensive system whereby such rules and restrictions would be abrogated and every car be permitted to run to whatever destination designed by the shipper; therefore, be it

RESOLVED, that it is the sense of this convention that such a comprehensive system as will accomplish the purposes indicated should be put into force and that we recommend to the management of the railroad companies these matters for their favorable consideration as expressions of the views and desires of the grain dealers of this state.

Pres. Wasmuth: The next on the program is a report of the National Ass'n meeting by A. E. Reynolds.

Mr. Reynolds said: We had a very successful meeting in Chicago. It was the largest meeting we have had since the Peoria meeting. You will call to mind that the National Ass'n was organized 10 years ago on the 9th of the coming November. It grew until we had an attendance of 1800 at the Des Moines meeting six years ago. It declined from that time until the Niagara meeting a year ago when it seemed probable that we were ready to write its epitaph and bury it forever on the banks of Niagara, but there were a few who stood by the sinking ship and put up their money and energy and reputation, because it did take a little reputation to stand by a sinking ship, and we put up \$2,500, and when we got thru with that resuscitating process we had 677 members direct and affiliated. At one time we had 3,000. Now, it may not take any nerve to stand by a thing when it has decreased more than 80 per cent of its original membership, but we believed there was room for a National Ass'n and those at Niagara stood by it. We went into the Chicago convention with about 900 members. That was on the 4th day of June. To-day I am glad to report we have 1,635 members. That is a good deal of a mush-room growth if you take into consideration it is during this month we have gained that many but we have gained Oklahoma and the Illinois Ass'n. They alone had over 700 members. The National Ass'n is in better shape to-day than it has ever been.

We are taking hold of matters that are beyond the scope of the state associations, matters relating to the railroads and commerce of foreign countries and every branch of industry that relates to the grain trade is now under review of the National. We are not sticking only to the affiliated idea. We are not holding fast to the individual membership, but as Mr. Clark stated to-day we are advancing on any line to maintain a National Ass'n. We want the support of everybody in the Indiana Ass'n, every dealer in Indiana and I assure you that instead of finishing the epitaph that was so nearly written and transcribed on the tomb of the National Ass'n at Niagara we are now writing history. We are now writing the biography of the National Ass'n and it is growing longer and longer in the roll of good things it has accomplished and the day is far in advance when the final chapter shall be written and an epitaph for the National Ass'n shall be necessary. (Applause.)

Pres. Wasmuth: The Secretary of the Nat'l Ass'n is on our program but was detained at home and could not be with us to-day.

Adjourned.

**Notes of the Convention.**

N. A. Grabill, elevator builder, was in attendance.

One wholesale coal man was in attendance,—F. E. Dauner.

One Ohio shipper was in attendance,—J. E. Churchill, Perrysburg.

Only one Chicago commission man was in attendance,—Arthur R. Sawers.

The Retail Lumber Dealers Ass'n of Indiana was represented by its Secy., H. C. Searce.

The Ass'n was honored with the presence of S. B. Sampson and C. B. Riley, former Secys.

The McLeod Automatic Scale Co., rep. by Geo. Beyer, had a nickel model automatic weigher on exhibition.

Buffalo firms were represented by W. W. Alder, of Alder & Stofer, L. S. Churchill and S. W. Yantis.

A few druggists wandered into the first session thinking it was their own meeting but after a time discovered their error.

Three Chief Inspectors were in attendance, E. H. Culver, Toledo; J. D. Shanahan, Buffalo, and G. H. K. White, New York.

Cincinnati houses were represented by: H. W. Brown, H. W. Brown & Co.; F. J. Currus; P. M. Gale, rep. The Gale Bros. Co.; H. H. Hill, rep. Southern Grain Co.; D. J. Kallaher.

The Grain Dealers Mutual Fire Ins. Co. was represented by C. A. McCotter, Secy., L. R. Doud and J. C. King, who decorated dealers with bronze stick pins representing an eltr. on fire.

Toledo firms were represented as follows: K. D. Keilholtz, Southworth & Co.; F. W. Jaeger, J. F. Zahm & Co.; J. M. Coup, W. A. Rundell & Co.; W. W. Cummings, J. J. Coon Grain Co.

Secy. Brafford reported that only one-third of the dealers in the state are "in the fold" but if each one secures a new member before the January meeting as many promised, the remaining third will soon be knocking for admission also.

Bert Boyd distributed "The Grain Mans Puzzle," made of nickel and with each of the letters of his name stamped on a separate movable button. When all the buttons are in proper position they spell the name of one of Indianapolis' popular grain merchants.

Machinery firms were represented as follows: Geo. Beyer, rep. The McLeod Automatic Scale Co.; R. Coleman, American Grain Meter Co.; A. S. Garman, Huntley Mfg. Co.; B. D. Heck, rep. The Philip Smith Co.; Wm. H. Kaiser, rep. Weller Mfg. Co.

There were a number of conventions being held in the Claypool Hotel and the presence of a large number of young ladies, members of a College fraternity, added cheerfulness to the occasion. The druggists took possession of the meeting hall early in the morning but when Pres. Wasmuth came up they promptly "Skidded."

The following Indiana shippers were in attendance: W. W. Alder, LaFayette; G. C. Alexander, Gings; R. Alexander, Buck Creek; G. L. Arnold, Bluffton; C. M. Barlow, Kokomo; C. E. Bash, Huntington; C. S. Bash, Ft. Wayne; C. Betts, Galveston; Thos. Bodine, Covington; G. C. Bosley, Milroy; E. S. Booe, Yeddo; M. C. Burt, Morristown; A. C. Brown, and C. G. Clark, Rushville; R. F. Cohee and M. L. Conley, Frankfort; C.



E. Collins, Garrett; W. M. Doan, Ossian; Wm. Donlin, Delphi; F. Dunkle, Kirkpatrick; W. H. Dunn, Mt. Comfort; C. G. Egly, Berne; S. Egly, Geneva; E. P. Finch, Hillsboro; F. A. Finch, Lebanon; H. A. Freeman, Waynetown; W. S. Frees, Greenfield; G. W. Friday, Idaville; A. Gardner, Cottage Grove; R. F. Gavin, Poneta; Thos. Glasscock, Yeddo; W. A. Goings, Richmond; E. L. Harris, Greencastle; W. C. Hart, Kitchel; F. E. C. Hawks, Goshen; J. K. Hinkle, Jamestown; J. S. Henry, Wingate; M. M. Hobbs and A. M. House, Hobbs; J. Holliday, Greentown; I. B. Jones, Markleville; F. W. Kennedy, Shelbyville; H. Kerlin, Delphi; C. Lambert, Orestes; M. J. Lee, Crawfordsville; D. Lesh, Markle; Cloyd and J. E. Loughry, Monticello; L. Mayer, So. Whitley; M. Moore and R. H. Murphy, Fountaintown; Tom Morrison, Kokomo; J. A. Mouch, Mooreland; B. Noitsger, Rochester; A. E. Reynolds, Crawfordsville; J. A. Rice, Frankfort; T. J. Ryan, Delphi; J. L. Schalk, Anderson; C. F. Seward, Galveston; E. T. Sharp, McGrawsville; N. B. Shepherd, Berne; M. Schnaible, LaFayette; E. K. Sowash, Middletown; J. H. Stewart, Manson; D. P. Summison, Romney; E. Taylor, Montmorenci; B. Taylor, LaFayette; O. J. Thompson, Kokomo; C. W. Vernon, Anderson; J. N. Waltz, New Palestine; E. M. Wasmuth, Roanoke; F. W. Weeks, Peru; J. Wellington, Anderson; T. B. Wilkinson, Knightstown; J. W. Witt, Lebanon; Geo. C. Wood, Windfall.

## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### SHIPPER'S ORDER?

*Grain Dealers Journal:* We have noticed several decisions of the courts published in the Journal, but don't remember having seen one question that we are interested in now, and would thank readers of the Journal for any decisions they may know of on the following case:

If we load from our warehouse a car of grain, ship it out to a local point, making same shipper's order shipment and writing an order addressed to the agent at that point, authorizing him to deliver to a certain party the car of a certain number, without surrender of B/L, properly signed and indorsed by us, and attached to our draft, shud not the railroad agent deliver the car?

The draft was paid and the order surrendered and the agent refused to deliver the car, holding the car until considerable demurrage accrued against the car.—Gaines & Edmiston, Texarkana, Tex.

Ans.: In nearly every instance where grain shipped order has been turned over to the notified party without presentation of B/L, the carrier has been forced to pay damages to shipper, so that it is now a rule with all roads to require surrender of the B/L. When shipper wishes delivery to be made without presentation of the B/L it is customary for the railroad to issue in place of the regular B/L a receipt, which contains a clause agreeing to delivery without surrender of B/L. A case where delivery was made by the road

without presentation of the B/L is reported in Supreme Decisions column, this number, that of L. Singer v. Merchants' Despatch Transportation Co. The shipment was consigned by L. Singer at Boston, Mass., to L. Singer, Springfield, Ill., and at Boston shipper accepted a receipt agreeing to delivery without presentation of B/L. Delivery was thus made by the road, and the shipper brot suit, the court sustaining the carrier.

The writing of an order by G. & E. to the agent at destination authorizing the delivery was rightly disregarded by the agent in the absence of information thru his company that there were no other documents against the consignment, and that shipper had consented to such delivery at the time of shipment.

### LIME FOR WEEVIL.

*Grain Dealers Journal:* In the June 25 number of the Journal I see bisulfid of carbon recommended for weevil.

Air-slacked lime is by far a more effective insecticide than any other remedy I have ever tried. Sprinkle a little lime around the walls of bins on top of grain, or on floors of empty bins, and the work is done.

Lime is inexpensive, harmless and safe and at the same time sure. I have used it for a number of years.—John McClune, Carlton, Kan.

### BREACH OF CONTRACT?

*Grain Dealers Journal:* We sold 10,000 bus. of No. 3 corn to arrive in December, but, not being able to get cars, we could not ship. We said nothing to buyer. Months after the buyer made claim on us for loss, he having bot in the corn long after the expiration of the time for delivery and at a much higher price than the grain could have been bot at almost any time intervening.

We would like to have the opinion of readers of the Grain Dealers Journal as to how the claim for default shud be settled. How long a time is allowed the buyer to buy in a defaulted contract?—J. & D.

### New 20,000-bu. Elevator at Corydon, Ind.

The first elevator built in Harrison County, Indiana, has recently been completed for Hickman & Hickman at Corydon and is shown in the engraving herewith from a fotograf.

Harrison is one of the southernmost counties of Indiana, bordering the Ohio River, which with the Southern Ry., furnishes the grain shipping routes. The elevator is located on the Louisville, New Albany & Corydon Railroad, a few miles in length, reaching from the Southern to a terminus at Corydon.

The elevator has a capacity of 20,000 bus. in 8 bins 25 ft. deep and hopped. The house is 30x32 ft., and walls of the basement averaging 3 ft. thick and 5 ft. high, supporting the frame of 10x10 in. timbers. The first story is 12 ft. high, and the cupola is 18 ft. 6 in. high, 16x32 ft. The roof is covered with galvanized iron, and the siding is weatherboarding steel.

One elevator spouts to all bins and cleaner. The elevator and stairs are situated in the same well, one of the nine, which also houses the power transmission to attic. All of the bins spout to the boot of elevator. The office, 12x16 ft., also is shown in the engraving.

The machinery includes a 12-h. p. Fairbanks-Morse Gasoline Engine, 6-ton Fairbanks Wagon Scale, 200-bu. hopper scale, wheat cleaner, dump, Richner Standard Grain Feeder, and one Boss Car Loader. The elevator was erected by A. H. Richner.



New 20,000-bu. Elevator of Hickman & Hickman at Corydon, Ind.

## Annual Meeting Ohio Grain Dealers Association

Pres. Marshall called the annual meeting of the Ohio Grain Dealers Ass'n to order in Hotel Victory, Put-in-Bay, O., at 3 p. m., July 5.

Upon motion of E. W. Seeds the reading of the minutes of the previous annual meeting was dispensed with.

Pres. Marshall read the following president's address:

### President's Address.

To be neighborly pays the best.  
For then we work with greater zest,  
And feel more sure that our home nest  
Will get the greatest good of it.  
We then fear not that competition  
Will bring upon us indignation,  
Or use of words of profanation.  
When we sit down and think of it,  
But a chance the other man allow  
To pay the debts that he may owe,  
Or to arrange his business so  
Bankruptcy will not follow it.

We are told by the poet that the evil we do lives after us, while the good is oft interred with our bones. Let us hope that the results of this ass'n during the past year will leave the good above ground, and put the evil below.

Some of the results are plainly visible while the outcome of other questions, which are of vital importance, must await the trials of the future. The "2 or better" resolution which was passed here a year ago, grows more and more in evidence. The terminals, however, still willfully misinterpret the full intention of the resolution. It seems to me to be a very just measure, and is no more than belongs to the shipper.

Last year this ass'n asked of Congress the passage of a bill that would best conserve the interests of our members. The same thing was also taken up by kindred bodies, and the battle of the giants has been fought out in our Halls of Legislation.

Personally, I have always been very partial to the railroads; always regarding questions in their favor, and in a general way having an idea of the many difficulties that beset the pathway of the railway officials. I knew their couch was not a bed of roses, but I also had a strong prejudice against having my own mattress upholstered with thorns.

Both State and National Legislatures are now arrayed on our side. I wish, however, to emphasize the fact that there should be no sides, as our interests are mutual. One is as necessary to the other as are the wheels of a clock. It appears, however, that the shipping interests have for a long time been having rather the worst of it. It is very unfortunate, to say the least, that there should be any antagonism, as when it has once begun, there is a danger of one or both parties going to an extreme, saying and doing many things that had better have been left unsaid and undone.

We know that we are composed of many units; that it might be a comparatively easy matter to cause estrangement and disintegration among these units. The carriers should strive to do what would benefit their patrons, and not to antagonize them. It is these antagonisms that our Legislatures have been called upon to act. I trust that these great questions are now on such a basis as will eliminate future friction and consider the rights of all concerned.

And now, gentlemen, in closing, I wish to urge the necessity of continuing and strengthening our different organizations—National, State and Local. I hope when you reach your homes and come in contact with your neighbors in business, you will make the subject clear to them; that what is standing between them and disaster are these same organizations, and not to allow extraneous subjects to be injected by those who are working to bring them to naught. "We must all hang together or we shall hang separately."

Secy. McCord made the following Secy.-Treasurer's report which was adopted:

I am going to leave all the fireworks and the oratory to the members. I am

going to give you just a few plain facts off-hand. Our membership is holding its own, rather on the increase as compared with last year. We have a membership at large of seventy-five. You must remember that we are composed of local ass'n's and we are transferring our members at large to those ass'n's. The membership of the local ass'n's totals 338. In addition to this membership each one of these local ass'n's have on their books a larger membership than has been reported which has been added recently and we can probably justly claim 500.

The work this year has been very extensive and of a varied character. We have done a great deal we believe in the way of national legislation and state legislation and we believe that thru our efforts we have accomplished or assisted in accomplishing a great deal. We have done a great deal in assisting the American Shippers Ass'n the Interstate Law convention, thru Mr. Bacon, the chairman, in work on the Hepburn Bill.

We have also been very active in the movement for a uniform B/L. What we want now is to get good men appointed on the railroad commission and I think before the next 10 days goes by we will have them.

During the year we have only had one arbitration case; that certainly speaks well for our people. That case was decided against the party who brot the case. There were, however, several cases, that we settled in my office. We do not like to advertise them. We do not want people to know there was any hard feeling or any difference between the members and they were kept out of the hands of the members.

During the year we have co-operated with the Ohio Agricultural University. We have had every one of our members placed on the mailing list of the Ohio Agricultural Experiment Station so that they receive all bulletins issued.

This year has been one of the most prosperous ones financially for our ass'n; one of the years it has been easy to get money. We have hardly had to ask for money the second time. We have collected more money this year than during any of the 27 years of our existence; our first meeting was held in 1880.

Cash on hand a year ago \$83.38. During the year we received from dues and memberships, from regular members and affiliated ass'n's \$1,118.55. We have paid out for printing, stationery, traveling expenses, affiliation dues to the National and rent, office help, telephone, telegraph, expressage, etc., \$964.62, leaving a balance of \$237.31. This is more money than we have ever tried to close up a year with before.

There is one thing I do want to say and that is what our worthy president closed up his speech with, "We must hang together, or we will hang separately."

H. G. Morgan made a speech advocating brotherly love among the members of the trade.

Secy. McCord read the following greeting from the Hay Ass'n, which had designated itself the "Lower House" and

addressed fictitiously to the "Upper House."

### To the Upper House Greeting.

The speaker of the Lower House respectfully begs to acknowledge receipt of a communication from the Honorable president of the Senate inviting the members of the Lower House to be present during the deliberations of your honorable body, also for the opportunity of basking in the sunshine of its superior wisdom and recording proper respect for its long experience and untarnished traditions. Witness our hands and seal this fifth day of the seventh month, A. D., 1906. (Signed) E. M. Wasmuth, Pres.

Pres. Marshall appointed the following committees:

Auditing: M. W. Miller, M. A. Silver, A. F. Kerr.

Resolutions: E. W. Seeds, J. C. Royan, A. D. Beverstock, H. W. Robinson, R. Turner.

Nomination: H. S. Grimes, Emery Thierwechter, Grant McMorran, C. B. Jenkins, Earl C. Bear.

Pres: We will hear reports from the various local ass'n's which are represented here.

M. W. Miller, Miami Valley Ass'n. At the present time our ass'n can hardly be considered an ass'n for the fact that at present we are undergoing reorganization the details of which are not perfected. It is the hope and desire of every member of the Miami Valley Ass'n as it existed formerly that we get reorganized on some basis whereby we can all hang together instead of hanging separately. There is no doubt if we don't hang together we will hang separately as past experience has sufficiently proven for everyone. I do not think there is any question but what in the near future the Miami Valley Ass'n will be reorganized on a more efficient basis than ever before. As to membership our membership remains practically what it was in Secy. McCord's report, about 100.

H. W. Robinson reported for the N. W. Ohio Millers and Grain Dealers Ass'n: During the first two or three months of the past year, we went on in the work as planned and as we had talked about here a year ago. Some of our members became alarmed because of some conditions that existed fearing that they were overstepping the bounds of the law and our ass'n did practically no work up to about six months ago, when we got back to work again, having found the necessity of an ass'n in N. W. Ohio and we had one of the largest meetings we ever had. At that meeting we decided to change our constitution in such a way that it would not in any way conflict with any law. It never was our purpose or intent to do anything that would conflict with any law, but there had been so many investigations we were afraid they might get after us and make us trouble.

Secy. McCord reported as follows on the work of the Railroad Claims Bureau:

The Comite appointed as the governing board for the Claims Bureau a year ago immediately went to work and formulated plans for the government of a bureau which I will read to you. (Mr. McCord here read the Rules for the Government of Claim Bureau).

After the organization of this bureau the claims began to roll in. One of the first claims that came in was six years old. There were several new claims came in for small amounts which we presented and collected very easily. We have perhaps a dozen claims



now in our hands that have been presented to the railroad companies. They have acknowledged them and I am quite sure they will be paid. We had one claim for \$38 or \$40 that had been turned down twice. They had stated they would not pay that claim. That claim was prepared and presented to the railroad and in two weeks a voucher came back for it.

Charles England responded as follows to the subject:

## The Railroad Rate Bill and Uniform B/L.

I only just received a copy of the rate bill as passed and could well have made the excuse that I was not familiar with the subject assigned me to talk about. The bill which I have here and really have not had time to read, was passed by the House of Representatives on June 28th, by the Senate on June 29th and signed by Pres. Roosevelt at 11:45 p. m. on that date and it becomes effective sixty days from that date which will make it go into effect about the 29th of August.

I question very much whether anybody has had opportunity to consider this bill thoroughly. As you all know from press reports, it was a matter of great interest in Congress and brought out much difference of opinion and there was a great deal of trouble in getting together on the bill. Some claim the bill as passed is not constitutional. Others claim it is constitutional. After all the courts must pass on this bill before we shall know definitely its full scope and import and it seems to me the ass'n's which have all stood together working for this measure in the past five or six years should be quite as aggressive now in their endeavors to secure its enforcement as they were to secure its passage.

President Roosevelt wanted a rate measure that would be absolutely in the interest of the business people of this country without imposing unnecessary burdens on the carriers. He believed that a bill would meet the demands of the people that provided for an unlimited court review. That court review would admit of opening up a whole case that had been before the commission. Under the old law when an action was brought against a carrier thru opposition of business men, the railroads did not put in their strong defence at the hearing before the commission, but reserved their strongest testimony for the time when the appeal was carried to the courts. The reason of that is obvious. If they should lose their case before the commission they could go into the courts with their evidence. It not only meant delay and annoyance, but it made the number of instances in which the decision of the commission was reversed by the courts larger in percentage than the number of cases that were not reversed, and in that manner brought discredit upon the commission. Now, if this present bill admits of a re-hearing of the case the business interests will have exactly that same difficulty to contend with in the future.

The bill provides that all action shall take place in the circuit court. On the face of it that looks like a most excellent provision as it gives to those presenting the case the power to appeal to the Supreme Court of the U. S. But you can readily see that when one case is brought in Cincinnati and one in Pittsburgh and others in different parts of the United States and brought on different pleas when they reach the Supreme Court of the U. S. there will be a congestion. That is what is causing interested parties to

question the scope of the bill. The President fought for this bill and sentiment in Congress has been changed and I think the people of this country are determined not to oppress the railroads with unreasonable rates, but are determined that the rights of the business men must be respected. The railroads have oppressed the people with unreasonable regulations until they have become desperate and it is like the swinging of the pendulum of a clock. I am afraid they have swung it too far and when it comes back it will swing too far and make it a measure none of us will like to see go into effect. I think this law will create a very much better condition of affairs than we have had in the past. Certainly unfair rates and discriminations between different sections and commodities must cease.

Another feature of the bill with which you are familiar is the abolition of the abuse of giving passes. That was in the form of a rebate and has been done away with. Another section is in regard to collateral branch lines, compelling railroads upon application to construct collateral lines, and build switch sidings.

The commission as at present constituted is composed of five members. The act as passed provides, for seven members. This is an excellent provision because it allows the commission to divide itself up and look after business in the different sections of the country, at the same time. Section 24 provides that the commission shall be constituted of seven members each one appointed for a term of seven years and each shall receive \$10,000 annually.

I have no doubt the railroads will at the first opportunity make a test of some of the provisions of this act and I think some of the business people will endeavor to make that test right away in order if necessary to make an amendment to this act in order that its real purpose may be carried out.

Mr. England's remarks on Bs/L. are fully covered by his paper published with our account of the National Hay Ass'n elsewhere in this number.

Mr. Grimes: I would suggest that you call attention to the Carmack amendment which places the shipper on the defensive where formerly he was the one who had to bring the matter into the courts. Under the Carmack amendment of that bill if the interstate commerce commission orders a rate and the railroads are not satisfied they have to take up the matter and bring suit.

Mr. England read the Carmack amendment to the bill.

E. W. Seeds: I believe Mr. England's

suggestion is a good one and I move you that a committee of five be appointed by the new Governing Board who shall act for the Ohio Grain Dealers Ass'n in conjunction with other bodies to secure such legislation by Congress as will protect the shipper as well as the banker in the uniform B/L.

Mr. England: The motion the gentleman has made is most opportune. At the meeting I attended before the House of Representatives on the bankers' B/L there was present a committee of five from the Bankers Ass'n, one member of which was a lawyer, their attorney. As I stated, I represented the Grain Dealers National Ass'n and the National Hay Ass'n. There was a delegate there from the Baltimore Chamber of Commerce and I think he was there because it was near Washington and was not far to go there. There were twelve railroad attorneys representing the trunk lines. The business men have allowed these things to go by default and the Ohio Grain Dealers Ass'n, the Grain Dealers National Ass'n and every ass'n should be represented at these hearings and if they were it would not be long before we would get remedial legislation on this question.

The motion to appoint the committee of five carried.

E. W. Seeds read a synopsis of the Ohio R. R. Commission bill as recently passed and said: As was remarked by some one here a while ago I believe this railroad commission bill is the best one adopted in any state in the Union. Copies of it, while it was being rounded into shape, were sent to the commissioners in a number of states, all having railroad commissions, with the request that they compare it with their laws and suggest to us any weakness they had discovered in the operation of theirs. Their suggestions in most cases were adopted and omitted in this act and when we returned the bill to them as passed everyone of them gave us credit for having a better bill than they had.

Adjourned to Friday morning.

## Friday Morning Session.

Pres. Marshall called the Friday morning session to order and introduced Prof. Thorne of Wooster, who delivered a lecture on soil improvement, using a chart to illustrate the net increase in fertility of the soil by the use of phosphorus, phosphate and potassium, phosphate and nitrogen, and phosphate potassium and nitrogen. He urged the grain dealers to impress the necessity of soil improvement upon the farmers with whom they come in personal contact.

H. S. Grimes: I move a vote of thanks

## New Officers at Foot of the Stairs



Vice-Pres. A. B. Beverstock; Pres. Fred Mayer; Secy-Treas. J. W. McCord.

be extended to Prof. Thorne for his lecture.

Pres. Marshall: In connection with that I wish to urge you to bear in mind what he has stated. His lecture has been valuable and it is, as he stated, if the information could be disseminated properly and put in the hands of those to whom it should go it would certainly bring forth fruit. Those in favor of the motion please say Aye.

Motion carried.

H. S. Grimes: I move that the Committee on Resolutions bring in a resolution asking the State Board of Agriculture to adopt plans for the carrying out of similar campaigns for the improvement of seed and soil as has been done in the states of Iowa, Kansas, Illinois and Minnesota. No second.

E. W. Seeds: I move that the new governing board appoint a carefully selected committee to take this matter in charge.

Seconded and carried.

Pres.: We have a subject on the program called the "Trust Buster." Mr. Jenkins will speak on that.

Mr. Jenkins in part said:

#### Friendly Relations.

The trouble with us all, local grain men I mean, is that we do not come in close enough touch with the farmer. There is a sort of feeling between us, the farmer thinks the merchants are after him and the merchants think the farmer is after them.

It has been whispered since we have been at this convention that you are afraid to open your mouth about some things and especially about the price you are going to pay the farmer for his grain. You do not dare to speak to your neighbor about it because you will be violating the Valentine Trust law. I do not think that is logical at all. I do not think we should have that idea of that law. That law is a good thing and is absolutely necessary.

If you are taking 7, 8 or 10 cents a bushel profit you are robbing the farmer. They ought to get hold of you. That is making money too fast, that is a get-rich-quick scheme and the government ought to stop you. I am speaking in this regard as to taking that much on an every day market basis. That does not mean...at if you are taking two or three cents margin you cannot take advantage of an advance in the market. You have to take that, it might go the other way.

Organizations if they are closely established sometimes go to that extreme, but I am glad to say that the Ohio Grain Dealers Ass'n does not do anything of that kind. It does not advocate any price. It advocates one thing and that ought to be among all men, it advocates that you are to respect your neighbor. Did you ever stop to think that that dealer has some little fellows which have to be fed and he loves them just as much as you love yours, and he is entitled to some business.

I want to use just one personal experience I had this spring as an illustration. I happened to have the honor of being Secy. of the Ohio Millers Ass'n. I was in a city not more than eight weeks ago calling upon the millers in that section with reference to some business. One old fellow 76 years old, who has been in the milling business longer than most of us have lived received me very kindly. He is a member of the state ass'n, but he has the reputation of being a very peculiar man. This morning he received me very kindly, took me back to the rear of his office and there sat three gentlemen with hair much grayer than our friend Grimes and I presume a great deal older, because Mr. Grimes is a young man.

He said, "Now, Mr. Jenkins, do not pay any attention to those fellows, they do not amount to anything. Tell me your business." He asked me to go thru the mill, and I saw fellows sitting around there and they did not jump at our coming, as men generally do when the boss comes around. I found the mill clean. He asked me afterwards if I saw those fellows sitting around, and if I noticed they did not run when he came in. He said, "I have fellows working for me and I send them to do their work and when they get it done I do not care if they lay down and die."

He said, "One time I had a fellow work for me. He worked extra for a few weeks and I did not need him any more. That

fellow came to me personally and said, 'I need work. Put me to work and let me do anything around here.'

"At the end of twelve years he had domestic trouble and came to me for advice. I told him I could not give him advice but said, 'I want you to be very careful about what you are going to do.' He worked a few weeks more and came to me and said, 'There is one thing I want to do. I want to kiss you.'"

The point is this, fellows, in our ass'n work we ought to try to allow the other fellow to have a show. There is just this about it. If you expect to put him out of business it is going to cost you something to do it. The farmer will appreciate it, while you are doing it, but when you are gone or he is gone, whichever lasts the longer, the farmer will say as you are being taken away either to a financial grave



Fred Mayer, Toledo, O.  
Pres. Ohio Grain Dealers Ass'n.

or some cemetery, probably leaving you family nothing, "a fool." He will say you were entitled to a legitimate profit and should have accepted it. I am sure no law in Ohio can prevent you from getting a monopoly of friendship and whenever you work upon that basis and make your neighbor your friend he is not going to do things that would wrong you and at the same time wrong himself.

Pres.: We would like to have some remarks about the National and will now listen to the Secy. of the National Ass'n.

J. F. Courcier: Uniform grades will receive the attention of the National Ass'n. The president was authorized to request the various grain exchanges, not including the states which have state supervision, to send delegates to a uniform grading congress. The National Ass'n also will be represented providing this conference can be brought together.

Uniform trade rules have received considerable attention during the past year and it shall be the object of your National secy. to do all he can to induce the various grain exchanges to endorse the trade rules of the Grain Dealers National Ass'n. It is our privilege to report that the Atlanta Grain Dealers Ass'n recently adopted our trade rules as a code of practice.

The president has also been authorized to appoint a committee on a uniform confirmation blank. The uniform B/L proposition also will receive further attention. It has been thought that the Hepburn Bill as passed would take care of that proposition, but there seems to be doubt about it and it will be the purpose of the National Ass'n either to appear before the Interstate Commerce Commission in be-

half of the uniform B/L or before the next session of Congress.

Since the annual meeting we have brought about the reaffiliation of the Illinois Ass'n. At its annual meeting the Oklahoma Ass'n reaffiliated. That gives us five affiliated ass'ns; the Indiana, the Illinois, Ohio, Grain Dealers Union and the Oklahoma Ass'n, giving us an affiliated membership of approximately 1,500. Our direct membership is now 320. We have added twelve or thirteen since the annual meeting, giving us more direct members than the Ass'n ever had before.

Mr. Courcier read the following paper:

#### Association Work.

In order to understand more fully the relation in which the state and national ass'ns stand to each other, it might be well to look into the objects and purposes of each, and to how they came to be.

According to the present arrangement, the state association must, of necessity, come first, and in considering the state association, it is also necessary to take into account the local association.

Why do we need a local association? Those of us who have bought and handled grain in a local way, well know the answer.

Before we had local associations, neighboring dealers were constantly at swords points on every proposition wherein existed the least possible chance for competition. The farmer was quick and ever ready to avail himself of the opportunities to take advantage of the situation, and to use the irreconcilable enmity of the dealers, as a club, each for the other, with the result that hundreds of thousands of bus. of grain were handled without compensation.

Off grades were bought at prices far above their value, and prominent farmers were paid a premium for their influence.

One dealer would suffer some unscrupulous terminal connection to slaughter him, figuratively speaking, without complaint, rather than to have his competitor know he was not getting rich by leaps and bounds.

He would not complain of railroad discriminations, because of fear of retaliation on the part of the carriers, whereby such privileges as were then enjoyed might be discontinued and operate as an advantage to his hated competitor.

Out of this condition was developed the local association, which brought together the dealers of localities and the resultant general good fellowship, with attending benefits.

Following the formation of a number of local associations came the development of the appreciation of the need of a state organization for the regulation of questions of inter-local complexion. It was found that the relations of the several local associations stood in about the same ratio to the need of state supervision as did the individual dealer to the need of a local association.

In carrying out the state policies, it was found that matters of interstate and national importance were constantly coming up, and with them the realization of the fact that an organization having for its purpose the handling of subjects beyond the local ability of the several state associations to handle without a prodigious waste of time, energy and money.

Ten years ago the Grain Dealers National Ass'n was organized, and to enumerate the great number of reforms beneficial to the trade instituted by it would take up more of your time than you could well afford to spare on this occasion. Suffice it to say that the great good accomplished by our associations, local, state and national, is evidenced by the fact of your having journeyed from your homes to attend this, your 27th annual convention, for the purpose of ratifying old standards and devising ways and means for taking care of new and constantly changing conditions.

In my humble way I have tried to show how inseparably we are bound together, and while, as secretary of the National Association I naturally see more of the national end of the daily application of the national feature, yet we never lose sight of the well said truism that "No chain is stronger than its weakest link," and that upon the closest possible co-operation of the part of the state and national associations shall depend the fullest measure of attainment.

One of the prime evils against which we



have to guard is the disposition to lose interest in our associations. After a few of the most harassing evils have been adjusted we are prone to overlook the fact that the lack of vigilance and continued support of our associations is likely to plunge us once more into the old condition from which we had previously and successfully striven to emancipate ourselves.

Another very dangerous temptation against which we should fortify ourselves is that of the mis-use of our organized power.

Realizing our strength and being confronted by opportunities not altogether wholesome, we frequently are tempted to lend our ear to proposed usages which, if fostered, would tend to cultivate greed, graft, and ultimate dissolution.

We must ever keep before us the knowledge that the mis-use of power finds a remedy in counter-organization, and that when the pendulum swings out of time with our efforts, damaging confusion will weaken our prestige, and force us to relinquish advantages which were rightfully attained under a more conservative administration.

In this line of organization, grain associations are an indispensable necessity, and I would respectfully urge upon you the expedience of returning to the cares of your grain business, after the adjournment of this convention, fully resolved to take renewed interest in your associations, local, state and national, and thus perform a distinct service both to yourselves individually and to the trade at large.

C. B. Jenkins presented the following resolution recommending the appointment of E. W. Seeds to the railroad commission:

## Endorse E. W. Seeds.

WHEREAS, The legislature of our state has provided for the appointment of a railroad commission whose duties are of the very greatest importance to the grain-shipping interests of the state, and

WHEREAS, Our governing board and executive officers have already presented the name of one of our members to the Governor of the state for appointment as a member of the commission, now, therefore be it,

RESOLVED, That the members of the Ohio Grain Dealers Ass'n in convention assembled at Put-in-Bay, this sixth day of July, 1906, heartily endorse the action of our officers in presenting the name of E. W. Seeds for appointment on the commission. Thru many years of social and business intercourse with him we are sure that Mr. Seeds is well equipped for the position. He has had large experience in traffic matters thru a business career of twenty-five years in the grain shipping trade and is familiar with the general practices of the railroads in connection with large shipments as few men are.

We urgently request Governor Harris to appoint him as a member of the commission, feeling confident in so doing he will place in that body a man thoroly competent who will give us his best efforts to protect the shipper of the state from any interference from the rail carriers.

The resolution was unanimously adopted.

Secy. McCord read the figures showing the condition of the Ohio Grain Dealers Fire Ins. Co., and stating that the cost had been about 40 per cent of that charged by stock companies to policy holders.

C. A. McCotter, Secy. Grain Dealers Mutual Fire Ins. Co., explained the self-inspection plan of the company and called attention to the decrease in cost of insurance to policy holders since the adoption of that plan.

Mr. Peters of the Ohio Grain Dealers Ins. Co. was called on for a speech, but apparently he had "petered" out, as he could not be found. [Give the offender 10 yrs. solitary confinement.]

Jno. C. Keller read the figures of the Ohio state crop report just issued.

J. E. Wells spoke as follows on

## The Scope of Ass'n Work.

It seems to me in the first place that there is no argument against an ass'n, local, state or national. We first must have a local organization, and then the state and national. The state ass'n cannot exist without the local.

Now, we will take into consideration what we have done or what has been done. We meet together in a social way. We say we can be social without an ass'n. I say we can, but we don't. We come together and exchange ideas one with another. If we have grievances against our fellow dealer when we have come together we talk the matter over, and we find out he is not such a bad fellow after all. Perhaps I am to blame as much as he. We bury the hatchet and go home feeling better over the matter. This is in our local ass'n.

The same thing applies in just the same way to the state ass'n. The ass'n draws us together; we have our little differences, they are talked over and we have a better understanding. Another thing, we get out and away from home. We see what the world is doing and what others are doing and become broad minded. It is good for us to get together; we learn something. We know something of what is going on over the state and we know what to expect. The ass'n is good for us all, shippers, grain dealers and business men.

Take the matter of the uniform B/L. What would we have done without an ass'n in the uniform B/L matter? I have had farmers come into my office and say: "I thought at first your ass'n was a bad thing, but I find on reading it up that, if it had not been for the local and state ass'ns and especially the national we would have been paying 20 per cent more freight."

Now, I think when a farmer will come into your office and tell you that it makes a fellow feel kind of good. I have had that happen on two occasions and I presume you have all had a similar experience. Another point the ass'n work surely has proven to be good all around. If we did not get together and exchange ideas these plans could not be formulated whereby we might put our forces together against the forces of the railroads or any other combination that might appear.

In unison we can stand together and be something, but singly we cannot. Therefore I say let us stand together and all work for one common good. There may be some little petty things I am not satisfied with, but let us do what is best for the most of us. In this manner we will all be benefited.

H. S. Grimes: I would like to state to you gentlemen just to show you that the Hay Ass'n is growing more and more in close connection with the Ohio Grain Dealers Ass'n, but then you can readily

understand that when you take into consideration that 80 per cent of the hay dealers of the U. S. are also dealers in grain. There is a close connection between the two, their interests are identical.

Yesterday the Hay Ass'n passed a joint resolution which is of interest to the grain dealers and this joint resolution was that a standing committee be appointed by each ass'n to represent the general welfare of the two ass'ns in matters of national legislation, which committee no doubt you will hear from during the year, and hear from not only to the benefit of you as an ass'n but if you will benefit as an ass'n the individuals will get the benefit also.

It also recognized one of our members, who is also a member of the Hay Ass'n, in a resolution endorsing Mr. E. W. Seeds for a member of the Ohio Railroad Commission. I believe it is the first endorsement of an individual that ever went thru the National Ass'n and I presume you will all feel proud of it because Mr. Seeds is one of us and has worked here for the interests of the state ass'n and I am glad indeed that we were able to compliment Mr. Seeds in this manner.

J. E. Churchill read the following address:

## Disposal of Off-Grade Shipments.

I wish to say as a preface to my remarks that I had the pleasure of attending the Ind. G. D. meeting the other day in Indianapolis and while there, that body of grain dealers passed resolutions providing for the establishment of a check inspector in some terminal market—as an experiment. The sense of opinion being that they were not at all times getting just inspection on their shipments.

This resolution brought the thought to my mind that it would be far better to look more closely to the disposition of the off-grade after the chief inspector had determined the grade rather than trying to bring influence to bear on the Chief Inspector or Inspection Committee to have the established grade of the aforesaid off-grade changed to a higher one.



J. W. McCord, Columbus, O.  
Relected Secy-Treas. for Fifty-seventh Term.

In fairness to our chief inspectors and committee of inspection, in our terminal markets I wish to say that after a number of years' experience both in and out of terminal markets, I believe them to be both competent and fair to all, but with malice toward no particular track bidder or toward no particular market. I believe the injustice comes in in the method of handling and disposing of the off-grade in some of our markets.

What we as country shippers most want is more publicity—more competition if possible in the bids on our "off-grades." Some of you may not know the method followed in our markets by our track bidder, so I will tell you as clearly as I can.

As the matter now stands, if you should sell your dealer five cars of grain and any of it fails to grade contract, your dealer without submitting it to any one else for bids, establishes his own discount and applies it on your contract at whatever his conscience will let him take and calls it fair treatment. When in reality, if he had shown the sample to his next door neighbor the neighbor might have taken it at several cents higher price. Now your dealer may have thought his price fair because he only judges by how well he can use this off-grade.

My point is this, fellow grain shippers, our off-grades should be compelled to be forced out on the exchange floor on the sample table and sold to the highest bidder and draw say at least three bids or no sale.

I would like a discussion on this by every shipper here and I would like for this association to draft a resolution and send it to our different exchanges asking that they treat our business in the above manner or in such manner as may be deemed best after the discussion.

The Auditing Committee reported that the books of the Treasurer were found correct and the report was accepted.

E. W. Seeds read the following resolutions, all of which were unanimously adopted:

#### COMMEND PRESIDENT ROOSEVELT.

Resolved, That we commend President Roosevelt for his persistent effort to and complete success in securing the passage of the Hepburn Railroad rate bill and we heartily congratulate the country in that it has such an able and energetic executive who is thoroughly alive to the interests of the people and has the courage to insist on the adoption of measures and the enforcement of laws for their protection.

#### THANK E. P. BACON.

Resolved, That we tender a note of thanks to Mr. E. P. Bacon for his devotion to the principal of railway rate regulation and for his successful efforts to secure the passage of legislation to secure control of railroad rates and practices by the Inter State Commerce Commission.

#### ENDORSE ACTION OF EXECUTIVE COMMITTEE.

Resolved, That we endorse the course of the executive committee of the Ohio Shippers Ass'n, in their efforts to secure from the railroads through joint conference committees fair regulations of car service charges and practices which should apply uniformly all over the state.

That we most heartily congratulate them for their persistent efforts and success in securing the passage of the Wentz R. R. bill in such shape as to afford the greatest protection to the shipping interests of the state and still be entirely fair to the railways.

#### SEED AND SOIL EDUCATIONAL CAMPAIGN.

Resolved, That we request the Governing Board to take up the matter of an educational campaign with reference to the improvement of the seed grains used in the different sections of the state and after due deliberation to adopt such measures as will in their judgment secure the best results in the way of better yields, better maturing grains, etc.

That we ask the co-operation of the Ohio State University, the Ohio Experiment Station, and the Ohio State Board of Agriculture in this work.

Secy. McCord read a petition from the management of Hotel Victory for funds for the erection of a suitable statue of "Victory" on the island in commemoration of Commodore Perry's brilliant feat of arms on the shores of Put-in-Bay Island, Sept., 1813.

Upon motion of E. W. Seeds the ass'n subscribed \$25 to this fund, a like amount

having been contributed by the Hay Ass'n.

Chairman Grimes of the Nominating Committee reported the following nominees for the coming year:

Pres., Fred Mayer, Toledo; Vice-pres., A. Barney Beverstock, Lexington; Secy-Treas., J. W. McCord, Columbus; Governing Board: J. E. Wells, Quincy; Emery Thierwechter, Oak Harbor; G. P. Teegardin, Ashville.

The nominees were unanimously elected.

At this stage of the meeting Ed Culver passed around with two boxes of cigars.

A rising vote of thanks was tendered to Secy. McCord for his efficient and faithful services during the past year.

Adjourned.

#### Sandflies From Lake Erie.

J. A. Manger & Co., Baltimore gave each dealer a cane.

All enjoyed a good cigar at the expense of the new president.

One man from Cleveland, C. G. Clark of the Union Elevator Co.

Southworth & Co., distributed neat leather covered memorandum books.

The Grain Dealers Journal representations placed identification cards on all.

The diningroom complaints of poor food and slow service were not always whispered.

The Grain Dealers National Mutual Fire Ins. Co. was represented by C. A. McCotter, Secy.

B. D. Heck of The Philip Smith Co., Sidney, O., distributed leather card cases and coin purses.

Working models of the McLeod, American Grain Meter and Richardson automatic scales were shown.

The slot machines took all the spare change and the casino girls kept the visitors from getting homesick.

Chicago firms were represented by Otto Waitzman and R. A. Schuster of Rosenbaum Bros.; and M. Shanks.

Fred Mayer of J. F. Zahm & Co., had a unique business card, just big enuf to see with a microscope,—size 1"x3/4".

The Baltimore and Pittsburg dealers wisely reserved their handsome official badges for members of their own delegations.

Cincinnati was represented by P. M. Gale of the Gale Bros. Co.; Joe Costello of the Union Grain & Hay Co., and W. R. McQuillan.

"Boy Solomon" cigars were smoked by the dealers, with the compliments of C. A. King & Co. Jno. C. Keller took care that all were well supplied.

E. H. Culver represented the Toledo Produce Exchange and distributed booklets containing rules governing the inspection of grain and seeds in Toledo after July 1, 1906.

The Ohio Retail and Wholesale coal dealers met at the same hotel on Thursday, which kept some of the grain and coal dealers away from the sessions of the grain dealers meeting.

Those who left a day early not only missed a great deal by failure to attend the closing sessions of the Ohio dealers meeting but it is reported were tossed about on a heavy sea and became seasick.

Some came to the Island early, took in both the hay convention and grain dealers meeting and shared in the festivities of the Fourth, including a display of fireworks in the evening, followed by a ball.

The following Pittsburg dealers were in attendance: Wm. A. McCaffrey of Daniel McCaffrey's Sons Co.; D. H. Pelt of James Graham & Son; J. A. A. Geidel, and H. G. Morgan of H. G. Morgan & Co.

Baltimore dealers in attendance were C. E. Elgert, J. A. Manger & Co.; W. F. Macneal, J. M. Frisch & Co.; Chas. Englund, Chas. England & Co.; J. B. Wm. Hax, G. A. Hax & Co.; Emory Kerkin and Gustav Herzer, Jr.

Toledo receivers were represented by Harry Cuddeback, John Wickenheiser & Co.; H. L. Goemann; Jno. C. Keller, C. A. King & Co.; Fred Mayer, J. F. Zahm & Co.; F. W. Rundell and J. M. Coup, W. A. Rundell & Co.; W. E. Stone; K. D. Keilholtz, Southworth & Co.

The following machinery men were in attendance: W. E. Smith, Richardson Scale Co.; B. D. Heck, The Philip Smith Co.; Geo. Beyer, McLeod Automatic Scale Co.; A. S. Garman, Huntley Mfg. Co.; Mr. Varney, American Grain Meter Co.; Wm. Bodenlos, Fairbanks-Morse & Co., and A. A. Croft.

Among the state dealers in attendance were C. N. Adlard, Piqua, E. W. Armstrong, Monroeville, O. M. Abt, North Washington, G. L. Arnold, Findlay, W. D. Beeks, Canal Winchester, A. B. Beverstock and wife, Lexington, J. A. Bond, La Rue, F. W. Blazy, Cleveland, L. A. Beatty, Rocky Ridge, C. V. Banbury, Greensville, Adam Bright, Christianburg, M. J. Baker, Monroeville, O. S. Brecount, Wintergreen, Earl C. Bear, Hicksville, Harmon Brokate, La. Carne, A. S. Colton and Robt. Colton and wife, Bellefontaine, J. E. Churchill, Perrysburg, G. A. Collier, Enon, Joe F. Coppock, Fletcher, H. S. Cruikshank, Mt. Gilead, J. Cleland, Greenwich, J. W. Channel, Melvin, G. L. Cruikshank, Leipsic, R. G. Calvert, Selma, Ira Comstock, Clyde, A. E. Clutter, Lima, Thos. Cook, Basil, H. G. Dehring and wife, Curtice, J. L. Doering, Antwerp, E. M. Dull, Celina, N. F. Dean, Gilboa, M. H. Davis, Shelby, J. M. Dewees, Yorkshire, A. R. Dowler, Mandale, R. Dunlap, Alger, E. A. Epler, Marietta, N. E. Fuller, Spencer, Frank Felger, DeGraff, J. F. Gephart, Versailles, W. H. Gardner, Bellevue, H. S. Grimes, Portsmouth, H. S. Heffner, Circleville, V. A. Homan, Lodi, Jacob Hauss and wife, Wapakoneta, A. F. Herr, Groveport, P. H. Harsha, Portsmouth, C. B. Jenkins, Marion, F. A. Jenkins and wife, C. C. Jenkins, Norwalk, A. R. Kerr, Bellefontaine, M. Lanehart and wife, Butler, Grant McMorran, St. Paris, H. A. Myers, Plankton, M. W. Miller, Piqua, T. B. Marshall, Sidney, J. P. McAlister and J. W. McCord, Columbus, Mr. McNiegar, Monroeville, E. L. Odenweller, Ottoville, E. A. Powers, Genoa, Carl H. Pfaffenbach, Elmore, S. L. Rice, Metamora, E. F. Reichelderfer, Circleville, C. Rhonemus, Reesville, M. A. Silver, West Jefferson, J. M. Smith, Bucyrus, R. D. Stryker, Huron, M. J. Slessman, Clyde, J. D. Spangler and wife, Defiance, John L. Stemple, Ada, E. W. Seeds, Columbus, W. R. Tabbert, Rocky Ridge, E. Thierwechter, Oak Harbor, G. P. Teegardin, Ashville, Theo. J. Weidner, Liverpool, Geo. H. Worch, Versailles, J. F. Wheland, Arcadia, L. C. Worden, Lorain.

Saloonkeeper—Little girl, what is it? I don't sell liquor to children.

Little Girl—Have you got any of this good-natured alcohol? I want some of it for papa.—*Chicago Daily News.*





New Elevator at Morland, Kan., of Shellabarger Mill & Elevator Co.

## Plan of Country Elevator for Storage.

In Kansas and many other western states the movement of the wheat crop from the farm to the terminal markets immediately after harvest proceeds so rapidly that interior millers late in the season find the territory from which they draw wheat almost bare.

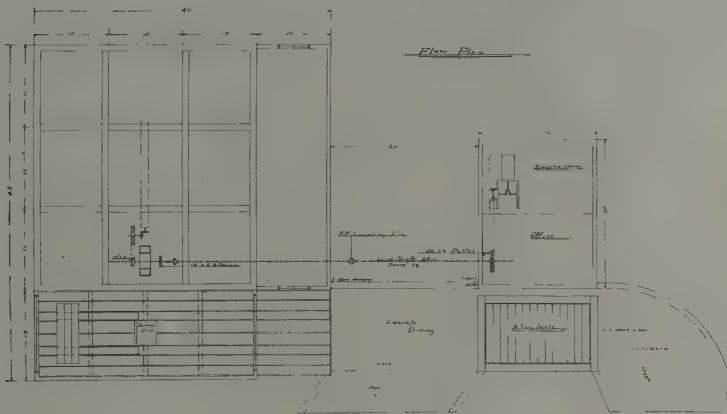
To avoid the alternatives of shutting down or shipping in wheat from a distance, the more enterprising millers are building storage at country points in which to hold wheat hot during the rush for grinding during the lean months. Such a country storage house has just been completed at Morland, Kan., by the Shellabarger Mill & Elevator Co., which recently finished another at Grinnell, Kan., and has planned the erection of several similar elevators at other stations on the Union Pacific Railroad.

In the engravings herewith are given end elevation, side elevation and floor plans of the elevator at Morland. This house has 40,000 bus. capacity, has studded walls well tied with  $\frac{7}{8}$ -in. rods and has adjoining a flour and feed room with capacity for two cars. The building is 40x45 ft. and its height from the foot of the single stand of elevators to the ridge of roof is 80 ft. The driveway to the 4-ton wagon scale and dump is of cement concrete.

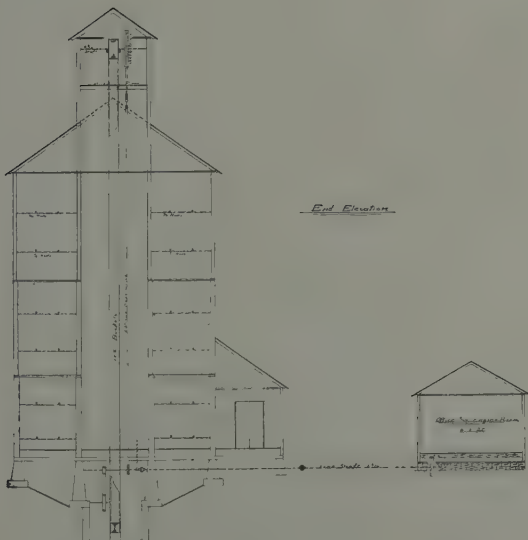
The machinery is of the simplest description, consisting of the elevator, with 14x7 buckets, driven by 2-strand rope transmission, a 12-in. conveyor in the basement driven by bevel gear and belt pulley, and the engine in the detached power house and office. The walls are covered with corrugated galvanized iron. The company now has five of these houses which have been designed and erected by P. H. Pelkey.

Don't expect free alcohol bill to help corn price this fall.—C. A. King & Co.

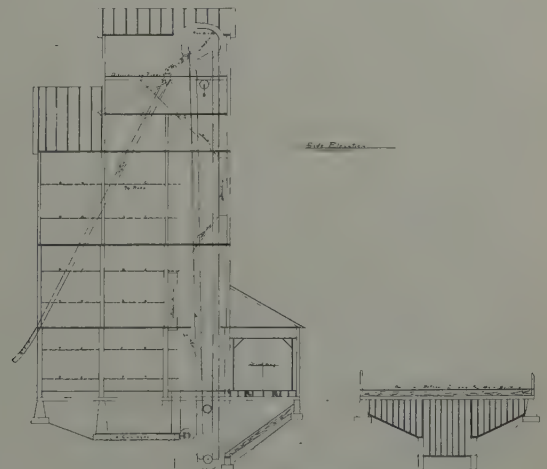
To the extent that free alcohol supersedes gasoline entirely where it can be sold cheaper, it will enlarge the supply of gasoline where that fuel must continue to be burned.



Floor Plan.



End Elevation.



Side Elevation.

Plans of New Elevator at Morland, Kan., for Shellabarger Mill & Elevator Co.

# Grain Trade News

## CALIFORNIA.

San Francisco, Cal.—The relief flour has been sold by the War Dept. at an advance of \$105,000 over the price offered at the private sale, which was objected to by the Minneapolis contributors to the Globe Milling Co. of this city.

San Francisco, Cal.—About 3,000 tons of hay was burned June 25 and a large quantity of grain was damaged on the wharf at the foot of Third street. The fire is supposed to have been started by a spark from a passing tug. The grain and hay was owned by commission merchants, among whom are the Aigeltinger Co., Scott & Magner, Somer & Co., Anspacher Bros. and Mulligan & Co. Loss, \$50,000, partly covered by insurance.

San Francisco, Cal.—Grain dealers, shippers and commission merchants have presented a petition to the Harbor Commission asking that the reconstruction of sections 1 and 2 of the sea wall be hastened. The covered space being provided by the Commissioners is inadequate to house the grain. Mr. H. C. Somers stated that he feared the grain trade would be driven to Seattle if proper facilities were not provided here. In order to hasten the removal of sacks from the docks the commission has made a charge of 5c per ton on grain for export.

## CANADA.

Wilcox, Sask.—The Western Eltr. Co. is building an eltr. here on the Soo Ry.

Toronto, Ont.—The government has started its war on bucket shops, and 12 were raided June 21.

Frank O. Fowler, Secy. of the Northwest Grain Dealers Ass'n, passed thru Chicago on the run last Friday.

Borden Station, no P. O., Sask.—The Canadian Eltr. Co. is building an eltr. This station is on the C. N. Ry. west of Aberdeen.

Maymont, Sask.—The Western Eltr. Co. is building an eltr. here on the C. N. Ry. Eltrs. will also be built at other points in the west this season.

Calgary, Alta.—F. J. Jamieson, superintendent of the Alberta Pacific Eltr. Co., has been appointed mgr. of the company's eltrs. south of Calgary.

Vancouver, B. C.—The Vancouver Flour Mills Co., Ltd., has been organized with \$100,000 capital. Work will be commenced immediately on the erection of a large eltr. and mill.

Montreal, Que.—Auguste A. Girard, one of the pioneer grain exporters of this city, died recently, aged 78 years. Mr. Girard was the oldest member of the Montreal Corn Exchange and was the first to export Canadian rye to Belgium. He retired from active business 6 years ago.

Glenboro, Man.—A workman who was employed in putting in a new spout at the eltr. of the Western Eltr. Co. was badly bruised and had a narrow escape from being seriously, if not fatally injured June 22, when a passing train shunted his ladder over and he fell under one of the cars.

The car was stopped with the wheels within a few inches of him.

Winnipeg, Man.—The government has assured the Ogilvie Flour Mills Co. that a law will be enacted as desired by the Grain Exchange making the owners of eltrs. responsible for the loss of grain in store by accident. The company accordingly has decided to adjust the claims of those who had grain stored in its eltr. at Fort William, Ont., at the time of its collapse.

Fort William, Ont.—The collapse of the new eltr. of the Ogilvie Flour Mills Co. gave King's eltr. a big job of salvage. About 350,000 bus. of wheat was saved. The wet grain was brot to the eltr. on scows and run thru the driers. The work of emptying the steel tanks was finished July 1, permitting the Macdonald Engineering Co. to begin dismantling the structure.

Ottawa, Ont.—The Fisher bill amending the grain inspection act was presented to parliament June 22. A commission will be appointed to go over the whole grain grading question and report to parliament at its next session. Mr. Fisher has another bill providing that a shipper can get only one car at a time at a station, and that after getting one he cannot get another until all on the list have had one. Both bills stand for third reading.

Winnipeg, Man.—The Simpson-Heyworth Co. has been organized to do a grain commission business, by F. G. Simpson and A. T. Heyworth, who have been connected with the Ogilvie Flour Mills Co., Ltd. Mr. Simpson, who has been with the Ogilvie company for 24 years, has had charge of the grain buying department, and Mr. Heyworth was an accountant for the company. The staff of grain buyers presented both men with cut glass water services.

## WINNIPEG LETTER.

Shoal Lake, Man.—Randall & Green-shaw will build an eltr.

Okotoks, Alta.—John Lineham will build a 30,000-bu. eltr. at Chipman, Alta.

Manor, Sask.—The eltr. for the Imperial Eltr. Co. has been almost completed.

Lethbridge, Alta.—The Ellison Co. has accepted the town council's offer to build a mill and eltr.

Westbourne, Man.—The eltr. of Andrews & Gage is being torn down and removed to another town.

Brandon, Man.—The Great Western Power & Mfg. Co. will erect a flour mill and large eltrs. here.—R. F. R.

Morden, Man.—H. C. McWilliams, who has been local mgr. for the Canadian Eltr. Co., will go on the road for the firm.

Lloydminster, Sask.—The Canadian Eltr. & Lumber Co. contemplates the erection of 2 eltrs. The company also contemplates the erection of about 20 eltrs. thruout the west.

Weyburn, Sask.—Eltrs. have been completed by the Dominion Eltr. Co. and N. D. McKinnon. This makes 6 eltrs. for this town and another is contemplated, with 250,000 bus. capacity. Expect there

will be 1,500,000 bus. this season tributary to this town. Last year 1,000,000 bus. were handled.—C.

Wetaskiwin, Alta.—The Farmers Trading Ass'n has decided to build at once an eltr. and feed mill. The directors are: C. H. Olin, F. G. Klyft, Alex. Cummings, W. J. Ryan and J. J. Boseth.—R. F. R.

## CHICAGO.

The annual baseball game of the Board of Trade, held June 16th, netted \$1,250 for charity.

Jerome Williams, engineer at the Peavey Eltr., South Chicago, fell 46 ft. June 25 and was instantly killed. He was 58 years of age.

Joseph Hurlburt, for 40 years a member of the Board of Trade, and formerly a leading grain commission merchant, died July 1, aged 78 years.

Geo. B. Powell has resigned his position as chief clerk of the Illinois Grain Inspection Dept. at Chicago to become chief grain inspector at Omaha.

Application to have the St. Paul Eltr. and Fulton Annex made regular has been made to the directors of the Board of Trade by the Armour Grain Co.

The list of regular eltrs., as approved by the directors of the Board of Trade July 1, aggregates 20,000,000 bus. capacity, against 22,800,000 bus. a year ago.

Eltr. workers at South Chicago have demanded an increase of wages from 31 to 35 cents an hour. The advance was refused, and a strike was begun July 9.

Settlement for excesses or deficits on purchases of grain or seeds to arrive may be made at the market price without an excess of above 5 per cent. A commission shall be charged.

Memberships in the Board of Trade which have been falling lower for three months past, appear to be recovering. The late low point was \$2,500 net to buyer. Present sales are at \$2,925.

Deliveries on July contracts the first day of the month were nearly 1,000,000 bus. wheat and 730,000 bus. corn. Deliveries of July oats, which are at a premium of 3c over September, were only 600,000 bus.

The call on rye, barley, timothy seed and flaxseed, the contemplated establishment of which was reported in this column May 25, was inaugurated July 9. Two calls are held each day, one at 11:30 and one at 1 p. m.

The petition for an amendment to the rules of the Chicago Board of Trade permitting the employment of outside solicitors on a commission basis is being numerously signed, with a view to having the directors reconsider their disapproval.

Telephones on the exchange floor of the Board of Trade were sold June 28 at a premium of \$835 above the annual rental, compared with premiums aggregating \$700 last year. The highest premium was \$80, against \$190 a year ago.

George L. Stebbins, formerly with the Harris, Scotten Co., has entered the employ of the Santa Fe Eltr. Co., which was incorporated a few months ago, as local manager at Chicago, and will have charge of the new 1,500,000-bu. eltr. being built by the railroad company.

The first cars of new hard and red wheat were received by W. H. Perrine & Co. The car of No. 2 hard wheat was



received July 2 from Oklahoma and was sold at 82½¢. The car of No. 2 red wheat was shipped from Lexington Junction, Mo., arrived July 3, and was sold at 81½¢.

Buyers of cash grain can not act both as brokers and principals, under a recent decision of the violation of rules committee. The effect is to prevent the eltr. concerns from collecting commission on consigned grain sent to warehouse, where the eltr. owner is sometimes the only buyer.

Bids to the country on No. 3 corn and oats to arrive will be uniform after the adoption of the proposed call on those grains, which will establish an official close each day. Bidders will be required to make their offers enuf lower to pay the commission. It is expected that the enlarged volume of purchases on the floor of the Exchange will benefit the local market.

G. E. Marcý, who has been vice-pres. of the Armour Grain Co., has succeeded A. I. Valentine as pres. of the company and has been succeeded as vice-pres. by E. M. Higgins, who was second vice-pres. The office of second vice-pres. has been abolished. Mr. Valentine has made no definite arrangements for the future except that several months will be spent in travel and rest.

E. B. Boyd, traffic manager of the Board of Trade, has announced that, becoming effective July 2, 1906, Atchison, Topeka & Santa Fe Railway will accept to Chicago its all-rail proportions of the rates published in Santa Fe system tariff No. 6566—A, or subsequent issues, on grain from Illinois points to Atlantic seaboard and territory moving east from Chicago via lake.

Arthur M. Lucius and Claude Dyckman have formed a partnership as Lucius & Dyckman to conduct a grain commission business, with offices in the Postal Telegraph bldg. Both are young men who have had several years' experience in the grain business. Mr. Lucius will look after trades in futures, while Mr. Dyckman will have charge of the cash business and consignments.

John Hill, Jr., who reported to the atty. gen. of the state that Armour Grain Co. was storing grain in eltrs. of the Armour Eltr. Co., as stated in this column June 25, has laid similar information before the state's atty. of Cook county. Mr. Hill alleges that the companies are violating an order of court against the storage of grain by a warehouseman in his own eltr.

The directors of the Board of Trade approved a proposed amendment to the rules making 100 instead of 25 signers necessary to originate a change in the rules; and to make 300 votes necessary to alter the rules, unless approved by the directors on the recommendation of 100 members. Rule IV also is amended to provide for the opening of the Exchange room under suspension of that rule by a two-thirds vote of the members present.

Applications for membership in the Board of Trade made by D. C. Templeton, A. L. Moore, A. H. Vaughan, J. P. Delaney and E. L. Ray have been approved by the directors. Morris L. Halliwell, Albert N. Barrell and Frederick S. Heinrich have applied for membership. The memberships of Lewis B. Sinclair, Chas. D. Irwin, R. W. Oake, J. E. Hulsizer, Walter J. Bush, John W. Thomas, M. W. Bradbury and the estate of Ira S. Younglove have been sold.

Clocks are being constructed to show every fluctuation of the grain and provision markets. Every one on the trading floor in sight of the clocks will know the market without getting into the pit. Objection has been made that the clocks will enable the bucket-shops to steal the quotations, but the Board has found that the swindlers get the quotations in some way and the effective method of suppressing them is to attack the illegitimate concerns when they attempt to use the stolen figures.

The validity of warehouse certificates held by the Bank of Montreal on grain in the eltr. of Geo. S. McReynolds was questioned at the hearing before the referee in bankruptcy by the attorney of the Title & Trust Co., who alleged that the bank cannot claim the \$20,000 involved because the receipts are not good and the bank never had physical possession of the grain, found in the eltr. at the time of McReynolds' failure. If the trust company's contention is upheld by the court the proceeds of the sale of the grain will be divided among all of the creditors. Atty. John S. Goodwin of the Bank of Montreal says: "If the trustee wins this case it will force the Board of Trade to change its method of doing business. The receipts held by the Bank of Montreal do not differ from the receipts used every day by grain men in their banking. They are taken as evidence of title to specific lots of grain. If the court holds that they are not, it will weaken them as collateral and some change must be made."

The directors of the Board of Trade have approved an amendment to rule IV making the following addition: Sec. 32. A. The board of directors is hereby empowered to establish a public "Call" for corn and oats to arrive, to be held in the Exchange room immediately after the close of the regular session on each business day. B. Contracts may be made on the "Call" only in such articles and upon such terms as have been approved by the "Call" committee. C. The "Call" shall be under the control and management of a committee consisting of five members appointed by the pres. with the approval of the board of directors. D. Final bids on the "Call," less the regular commission charges for receiving and accounting for such property, may be forwarded to dealers. It is the intent of this rule to provide for a public competitive market for the articles dealt in, and that with such market, all making of new prices by members of this ass'n shall cease until the next business day. E. Any transaction by members of this ass'n, made with intent to evade the provisions of this rule, shall be deemed uncommercial conduct and upon conviction, such member shall be suspended from the privileges of the ass'n for such time as the board of directors may elect.

## COLORADO.

Dénver, Colo.—The Farmers Mill & Eltr. Co., of Longmont, is building a mill here.

Lafayette, Colo.—The Lafayette & Louisville Mill & Eltr. Co. has completed its eltr. and mill.—A. Nissen, of the Broomfield Mercantile Co., Broomfield.

Julesburg, Colo.—The John Cass Lumber Co. is building a 10,000-bu. eltr. which will cost \$7,000. J. S. Seelye has the contract. The house will be 26 ft. square and 40 ft. high and will be equipped with

seed handling and grain sacking machinery. It is to be ready for handling grain by Aug. 1.

## IDAHO.

Ilo, Ida.—The Vollmer-Clearwater Grain Co. and the Kettenbach Grain Co., of Lewiston, contemplate building 140x140 ft. warehouses at the new town of Vollmer, which is located 2 miles east of here.

Ferdinand, Ida.—The Kettenbach Grain Co. and the Vollmer-Clearwater Grain Co., of Lewiston, will build warehouses here and at Rubens, a new town near Kippen. Warehouses will also be erected at other points in the state this season.

## ILLINOIS.

Naples, Ill.—The Toledo Eltr. Co. has succeeded Dow & King.

Arthur, Ill.—Bartlett, Kuhn & Co., will install a Hall Distributor.

Barrow, Ill.—Atchinson & Baird have succeeded E. L. Atchinson.

Waverly, Ill.—Ensley & Turnbull have succeeded H. E. Ensley & Co.

Beason, Ill.—The Evans Grain Co., of Decatur, is repairing its eltr.

Pierson Station, Ill.—Grant & Hoo. have been succeeded by Grant & Sons.

Mattoon, Ill.—Jas. Kitchen & Son are out of the grain business here.

Tolono, Ill.—A. H. Edwards is building a 10,000-bu. addition to his eltr.

Campgrove, Ill.—J. S. Bocock, of Wyoming, has succeeded W. W. Dewey & Co.

Savoy, Ill.—The Savoy Grain & Coal Co. has installed a 20-h. p. gasoline engine.

Milford, Ill.—S. C. Gilmore now is agt. for L. T. Hutchins in place of W. W. Boughton.

Alton, Ill.—The Stanard-Tilton Milling Co. has succeeded the E. O. Stanard Milling Co.

East St. Louis, Ill.—F. Einstman, Jr., has resigned his position as chief grain inspector.

Manito, Ill.—F. R. Carroll has succeeded E. E. Randolph as mgr. for the Smith-Hippen Co.

Bowen, Ill.—M. L. & A. E. Selby have completed their new eltr. and are ready to take in wheat.

Rockbridge, Ill.—The Stanard-Tilton Milling Co. has succeeded the E. O. Stanard Milling Co.

Morse, Lombardville P. O., Ill.—Hearn & O'Brien have succeeded the Northwestern Eltr. & Grain Co.

Gardner, Ill.—J. W. Thornton & Son have installed a new Fairbanks-Morse Gasoline Engine in their eltr.

Disco, Ill.—Davies & Garrett have succeeded A. N. Davies and Shultz & Payne and are the only dealers here.

Bongard, Villagrove P. O., Ill.—John Lowry is remodeling his grain eltr. and installing a new gasoline engine.

Woodyard, Ridgefarm P. O., Ill.—Mr. Epps is building an eltr. at Scott Crossing, 1 mile south of this station.

Magnet, Ill.—My eltr. has been completely rebuilt and is in perfect condition to handle the new crops.—Ed. Morris.

Alhambra, Ill.—The eltr. of H. Prange & Son, of New Douglas, burned June 21, with about 2,000 bus. of grain, principally

wheat. The office, which was not insured, escaped the flames. Loss total. It is reported that the plant will be rebuilt.

Earlville, Ill.—Thos. Perdieu, who was in the grain business at this point prior to 1882, died here June 28, aged 89 years.

Anchor, Ill.—Phil Steiner, who recently sold his eltr. at Randolph, is now mgr. here for the Rogers Grain Co., Chicago.

Jones, Mattoon P. O., Ill.—Wm. D. Jones is arranging for the rebuilding of his eltr., which burned June 8.—Ed. Morris, Magnet.

LeRoy, Ill.—Bartlett, Frazier & Carington, Chicago, have completed a new engine house with cement floor and are otherwise improving their plant here.

Prairie du Rocher, Ill.—Additional storage for 50,000 bus. is being erected for the Schoening-Koenigsmark Milling Co. by the Burrell Engineering & Construction Co.

Kewanee, Ill.—S. W. McSpadden has purchased the grain business of the Johnston Grain Co. and has taken possession. The building is owned by Geo. S. Dole, of Chicago.

Cullom, Ill.—E. S. Shearer, of Shearer & Shearer, grain dealers, was married June 19 to Miss Orle Boeman. A short wedding tour was made to Chicago and other points.

Randolph, Ill.—Wm. Zierfuss took possession July 1 of the eltr. recently purchased from P. Steiner. Mr. Zierfuss has engaged Mr. Bradenhausen as assistant mgr. of the eltr.

Mt. Auburn, Ill.—F. M. Murphy has leased his eltrs. here and at Osbornville, Bolivia, Roby & Buckhart, until recently operated by the McClure Grain Co., to the National Eltr. Co., of Indianapolis.

Peoria, Ill.—The Independent Cereal Milling Co. has plans ready for the erection of a 40,000-bu. grain eltr. in connection with its plant at Averyville. The house is to be completed the latter part of Sept.

Garfield, Ill.—The grain bin at the eltr. of the Garfield Grain Co. collapsed recently, letting several thousand bus. of corn out on the ground. R. H. Wolff, the mgr., is transferring the fallen grain to cars.

Ellsworth, Ill.—The eltr. of Wm. Richardson burned June 29, with 3,500 bus. of corn and 13,000 bus. of oats. Loss, \$15,000; insurance, \$4,000 on building and \$4,500 on grain. Mr. Richardson thinks that he may be able to save part of the oats.

Lena, Ill.—The eltr. which Miles, White & Co. are having built by the Burrell Engineering & Construction Co. will be operated by the B. P. Hill Grain Co. of Freeport, which conducted the business at the burned eltr. which the new house will replace.

Marissa, Ill.—We have installed a new cleaning room in our eltr. for cleaning wheat from farmers' wagons before buying. We give farmer back his chicken feed and screenings and pay for clean wheat. We are also prepared to clean seed wheat for farmers, free of charge.—Meek Milling Co.

Greenville, Ill.—L. D. Mange has purchased the interest of Geo. Grube in the grain and fuel business of Grube & Mange and will continue the business. Mr. Grube has not decided on arrangements for the future. L. A. Junod, formerly with the

Valier & Spies Milling Co. at Troy, will have charge of the office and bookkeeping.

Magnet, Ill.—Some of the dealers still practice paying as much, or more, for grain as they can sell it for. Their eltr. is run down and they are a general nuisance to other dealers and the farmers. A fair commission is better for all. Jealousy and strife cause most of these out-of-reason prices, and in some cases even cause scales to weigh too light.—Ed. Morris.

New members recently admitted to membership in the Illinois Grain Dealers Ass'n are the Baldwin Grain Co., Bloomington; M. L. R. Tankersley and the Enterprise Grain Co., Champaign; C. G. Sauer & Son, Dana; S. L. Peterson & Co., and J. E. Eckhart & Co., Benson; A. L. Current and Swearingen & Walker, St. Joseph; H. F. Bycroft & Son, Gillespie; C. A. Burks Grain Co., Garrett; W. H. Mettler, Tiskilwa, and R. C. Cox, Sherman.

Fairbanks, Williamsburg P. O., Ill.—C. A. Davis, of Arthur, has purchased for \$7,750 the eltr., cribs, dumps, residence and store building of Steck & Co., of Arthur. Possession was given at once. Jacob Steck, who has managed the business for the farmers, remains in charge for Mr. Davis. This plant was formerly operated by the farmers as the Fairbanks Grain & Coal Co., the firm name being changed to Steck & Co. last fall.

Harrisville, no P. O., Ill.—The Harlan Bros., J. A. and C. C., have admitted W. Boughton into partnership in the new firm of Boughton & Harlan. Mr. Boughton for ten years past has been employed by L. T. Hutchins at Milford, Ill. The new firm is having an eltr. of 25,000 bus. capacity built by the Burrell Engineering & Construction Co. at this station, on the new belt line known as the I., I. & M. R. R., and will be ready to receive grain Aug. 1. Their address is Monroe Center, Ill. R. F. D. No. 1.

Weston, Ill.—On petition of O. O. Dillon the court has appointed G. B. Gordon receiver of the Weston Grain Co., a farmers' co-operative concern, having 100 members. The liabilities are about \$32,000, and the assets, \$16,900. The pres. of the concern, W. W. Shedd, resigned some time ago and no successor was elected. It is said that the business was not paying and that the manager, Henry Schoenfeldt, resorted to an unauthorized speculation to recoup its losses, but was unfortunate, owing one Chicago broker \$5,000 lost in option deals. Prior to coming here to take charge, Schoenfeldt was a helper in a grain eltr. at La Hogue. A warrant has been issued for his arrest. Some of the farmer stockholders will suffer heavy loss, as they signed a bond as individuals for a loan from the Walton Banking Co., which has the largest claim.

## INDIANA.

Tipton, Ind.—Fred B. Fox is installing a Hall Distributor.

Morocco, Ind.—Eugene F. Jones has succeeded Smith & Jones.

New Richmond, Ind.—Detchon & Hayward now own the Union Eltr.

Ossian, Ind.—T. A. Doan has gone for a visit to his old home, Burton-on-Trent, England.

Geneva, Ind.—The Geneva Milling & Grain Co. has a new 15,000-bu. eltr. on the G. R. & I.

Fountaintown, Ind.—J. W. Snider, of

Snider-Moore Eltr. Co., died recently of stomach trouble.

Greentown, Ind.—John Halliday has bot the interest of Mr. Ayers in the firm of Halliday & Ayers.

Anderson, Ind.—The Union Grain & Coal Co. has let contract to N. A. Grabill for a 35,000-bu. eltr.

North Manchester, Ind.—Chas. Naber & Co.'s eltr. has been overhauled and remodeled by N. A. Grabill.

Zionsville, Ind.—J. T. Sims is building a 15,000-bu. eltr. on the Big Four R. R. in connection with his mill.

Yeoman, Ind.—Clarence Johns, who has succeeded John McComas, will overhaul and improve the 7,000-bu. eltr.

Vincennes, Ind.—J. & S. Emison & Co.'s eltr. is being overhauled by N. A. Grabill and equipped with new machinery.

La Grange, Ind.—Jos. O. Groves has succeeded Amos Zehr as mgr. for the Berne Grain & Hay Co., of Berne.

Indianapolis, Ind.—N. Y. C. & St. L. car No. 19,174 arrived here June 26 with door post broken and leaking badly.

Wabash, Ind.—W. A. Elward & Co.'s eltrs. here and at Lagro are being overhauled and repaired by the Philip Smith Co.

Nappanee, Ind.—Hartman Bros. are installing a Hall Distributor in their eltr.

Ft. Branch, Ind.—The Ft. Branch Eltr. Co. is installing a Hall Distributor in its eltr.

Carlos, Ind.—H. A. Gaddis, of Modoc, has let contract to N. A. Grabill for dumps, drag belts and other improvements.

Troy, Ind.—Frank Paulin, employed in the eltr. of Peter Backer & Son, recently was crushed to death by coming into contact with a shaft.

Lacrosse, Ind.—The McWilliams Land Co. has let the contract to A. H. Richner for the erection of an eltr. Work will be commenced this month.

Lafayette, Ind.—The Matt Schnaible Grain Co. has bot the eltrs. here and at Shadeland, which it has been leasing from the Wabash Ry. for a number of years.

Bath, Ind., Collego Corners P. O., O.—The Wiley Mill & Eltr. Co.'s new 20,000-bu. eltr. on the Big 4, being equipped by the Philip Smith Co., is nearing completion.

Judyville, Ind.—I have sold my eltr. here, which was advertised in the Grain Dealers Journal, to Davis & Current, of Danville, Ill.—W. M. Prillaman, Ross-ville, Ill.

Ridgeville, Ind.—We have sold our eltr. at Ridgeville to C. W. Younce & Son. It pays to advertise in the Grain Dealers Journal.—Goodrich Bros. Hay & Grain Co., Winchester.

Indianapolis, Ind.—Wm. Rouse & Sons are inviting the hostility of many of the dealers in surrounding towns by their open scoop-shoveling at different stations having regular dealers.

Cook, Cedar Lake P. O., Ind.—The Nichols Grain & Hay Co. incorporated, \$10,000 capital stock. Incorporators, Chas. E. Nichols, pres.; Thos. M. Smith, vice-pres.; Carl N. Gragg, secy. and treas.

Kitchel, Ind.—We have purchased the eltrs. at Witts station and Boston and now own and control all the eltrs. on the C. C. C. & S. L. between Cottage Grove and Richmond. The business of this line of houses will be done thru our office here



at Kitchel. We expect to handle 250,000 bus. of grain this coming season. The former owners of the eltrs. at Witts station and Boston will give their attention to their farming.—W. C. Hart, secy. and treas. of the Kitchel Eltr. Co.

Westphalia, Ind.—The Peoples Milling & Eltr. Co. has been incorporated to operate mills and eltrs. The capital stock is \$12,000; directors are Charles Volle, John Begeman and Gottlieb F. Osterhage.—C. P.

Indianapolis, Ind.—The McCordle Grain Co. has sold its eltr. to W. W. Hubbard, who has leased it to the Star Eltr. Co. Mr. McCordle is like a fish out of water and will soon be back in the grain business.

Goshen, Ind.—We are now buying wheat at several different stations on the Michigan division of the Big Four, as well as on the Lake Shore road, and will have more than we can use here at home.—Goshen Milling Co.

La Porte, Ind.—I have this day sold my eltr. to J. B. Rupel & Co., of this city. I retire after 37 years of steady work; but can congratulate myself in knowing that I am like the devil: "He started with nothing and has held his own ever since."—S. S. Bosserman.

Milroy, Ind.—The Enterprise Milling & Eltr. Co. incorporated, \$35,000 capital stock. The directors are: J. S. Henderson, Edw. C. Mahle, L. W. Keisling, farmers, and Thos. E. Bottorff. The new firm has succeeded Anderson & Bottorff and is building a 200-barrel mill to be operated in connection with the eltr.

Churubusco, Ind.—O. Gandy & Co., of South Whitley, have bot the Vandalia Eltr. of the railroad company and are overhauling and improving it. This is the only firm now at this station. All business in the grain line will be transacted from the South Whitley office. The eltr. here will be equipped with all modern facilities for weighing cars of grain. It is expected that the house will be ready to handle the new crop of wheat.

## INDIAN TERRITORY.

Madill, I. T.—Lee Brooks, formerly secy. for the Paul Bean Grain Co., Howe, Tex., has engaged in the grain business here on his own account.

Morris, I. T.—The R. H. Drennan Grain Co., of Oklahoma City, is building 15,000-bu. grain eltrs. at Morris, Boynton, Beggs and Bixby. The houses will be 24x30 ft., equipped with 20-h. p. gasoline engines.

Muskogee, I. T.—The Davidson Eltr. Co., with headquarters here, has secured trackage privileges on the M., K. & T. Ry. and will build a line of grain eltrs. The largest house will be built here. The company already has some eltrs. and will build others at Checotah, Broken Arrow, Coweta, Vinita and other points. Mr. Davidson, who is at the head of the company, was formerly a director in the M., K. & T. Ry. Co.

## IOWA.

Woolstock, Ia.—The farmers are building an eltr.

Le Mars, Ia.—Ragan & Son will install a Hall Distributor in their eltr.

Eagle Grove, Ia.—The farmers are building their eltr.—Geo. L. Palmer, agt., Iowa Eltr. Co.

Decorah, Ia.—N. H. Adams & Co., seed

dealers, will engage in the hay and feed business.

Weyer, Ia.—Mr. Mohnke is remodeling his mill into an eltr.—Saunders & Blum, agts. O. A. Talbott & Co.

Atkins, Ia.—The Jackson Grain Co., of Cedar Rapids, will build in the near future another eltr. at this point.

Elkhart, Ia.—The eltr. of the Western Eltr. Co. was struck by lightning June 30 but was only slightly damaged.

DeSoto, Ia.—My eltr. burned June 28. Loss, \$4,000; insurance, \$2,000. Cause of the fire is unknown.—H. L. McCombs.

Pomeroy, Ia.—I sold my eltr. here July 2 to the Farmers Eltr. Co., possession to be given Aug. 1.—Malcolm Peterson.

Ralston, Ia.—G. W. Hobbs has purchased the grain and lumber business of Baker & Osborn and took possession June 1.

Winfield, Ia.—We have sold our eltr. which we advertised as for sale in the Grain Dealers Journal.—Wyman Grain & Coal Co.

Rock Rapids, Ia.—The Farmers Eltr. Co. has been organized with the following officers: H. S. Boomgaarden, pres., and G. G. McNab, secy.

Herndon, Ia.—The eltr. of the Neola Eltr. Co. burned recently with 1,600 bus. of oats. Fire was started by a spark from a passing locomotive.

Keokuk, Ia.—The Cassady Commission Co., of Quincy, Ill., will close all its branches in Iowa except that at this place. Eight offices will be discontinued.

Odebolt, Ia.—A. C. Petersmeyer is making extensive alterations and improvements in his eltr., which will be raised 10 ft. The warehouse will be turned around and remodeled.

Linn Grove, Ia.—The Farmers Eltr. Co. has been organized with \$4,000 capital and has elected the following officers: Ira Hanson, pres.; A. L. Ebersole, secy., and Jas. Morris, vice-pres.

Madrid, Ia.—The 250,000-bu. eltr. of the Neola Eltr. Co. burned July 9, with thousands of bus. of grain. The fire started from a spark from the engine of the power plant of the eltr. Loss \$100,000.

Conroy, Ia.—The Farmers Co-operative Ass'n has purchased the eltr. of the Neola Eltr. Co. and will take possession this month. John C. Walker, who has had charge of the business for some time, will continue as mgr.

Davenport, Ia.—Henry Wulff, formerly of the Davenport Flour & Feed Co., has purchased for \$7,000 the Harbeck milling and eltr. plant, which Mr. Harbeck has been compelled to sell on account of ill health. The plant was but recently completed.

Milford, Ia.—The eltr. and grain business of W. D. Paton, which was sold to Mr. Shuttleworth, as stated in this column June 10, will be conducted by the firm of Moreland & Shuttleworth, composed of A. D. Moreland and W. D. Shuttleworth.

Plymouth, Ia.—The Farmers Eltr. Co. has let the contract to Wm. Claus for the erection of a 22x16 ft. eltr., with a 12x20 ft. addition. The cost has been estimated at \$2,200, which includes the finished building equipped with gasoline engine, dumps and scales.

Green Mountain, Ia.—The Farmers Eltr. Co. incorporated, \$5,000 capital stock, to deal in all kinds of farm prod-

ucts, cattle, etc., merchandise, farm machinery, building materials, etc. The officers are: Wm. Shipton, pres.; J. B. Classen, vice-pres.; C. R. Lynch, secy.; H. W. Stubbs, treas.

Ft. Dodge, Ia.—We have moved our headquarters to Ft. Dodge from Minneapolis. Our stations are located on the C. & G. W. Ry. The reason for making this change was that Ft. Dodge is right in the center of our stations, and we find it to our advantage to be in close touch with them, which we can now do from our new location.—Iowa Eltr. Co.

Glidden, Ia.—The Glidden Farmers Eltr. Co. incorporated, \$5,000 capital stock, to deal in all kinds of farm products, farming machinery, hardware, etc., and own and operate a grain eltr. in Glidden. Incorporators, C. H. Hall, pres.; W. A. Kelley, J. E. Mereness, secy., and others. Chas. E. Newell states that the company has purchased the eltr. and coal sheds of Culbertson Bros.

Ames, Ia.—Professor P. G. Holden of the Iowa State College has begun extension work, devoting his entire time to travel over the state instructing farmers in the selection of the best seed corn and the correct methods of cultivation. The last legislature appropriated a considerable sum for the work, which is to be conducted under the auspices of the Iowa Grain Dealers Ass'n and the state college.

## KANSAS.

Olivet, Kan.—Elmore & Mason are building an eltr.

Melvorn, Kan.—Elmore & Mason are building an eltr.

Belmont, Kan.—H. W. Plush has succeeded Plush & Son.

Burton, Kan.—The eltr. for Shive & Collins has been completed.

Geuda Springs, Kan.—Mr. Tipler, of Nelson & Tipler, died recently.

Assaria, Kan.—The 15,000-bu. eltr. for C. E. Heasley has been completed.

Wichita, Kan.—Puckett & Carter have succeeded the Wichita Seed & Grain Co.

Caney, Kan.—The Caney Grain Co. has been incorporated with \$20,000 capital stock.

Turon, Kan.—The Turon Eltr. & Mercantile Co. incorporated, \$5,000 capital stock.

Stafford, Kan.—The Farmers Grain Co. is overhauling its eltr. and installing new machinery.

Dresden, Kan.—W. A. Brooks has resigned his position with the State Eltrs. at this point.

Utica, Kan.—The Ness County Lumber & Grain Co. has been organized with \$10,000 capital.

Ashland, Kan.—Wallingford Bros. are building a 10,000-bu. eltr. P. H. Pelkey has the contract.

Bushton, Kan.—The eltr. of the G. L. Baker Grain Co. burned recently with 6,000 bus. of wheat.

Ellinwood, Kan.—John Woolf, of McPherson, has taken charge of the eltr. for the Kansas Grain Co.

Cunningham, Kan.—Radcliffe Bros. have completed repairs on their eltr. and are ready to handle the new crop.

Kansas City, Mo.—Grain dealers of southeastern Kansas held a meeting on the afternoon of June 28 at the Savoy hotel. About 25 were present, including

R. E. Cox of Elsmore, Kan., and E. J. Smiley, of Topeka, secy. of the Kansas Grain Dealers Ass'n.

Olpe, Kan.—Harvey Bradfield and J. D. Hathaway have purchased the grain and lumber business of Schwindt & Bro.

Silica, Kan.—D. R. Hamilton has taken charge of the eltr. for the Kansas Grain Co.—F. P. Hawthorne, McPherson.

Glasco, Kan.—I have sold my business to the Farmers Co-operative Grain Co., which took possession July 1.—L. Noel.

Scottsville, Kan.—H. F. Burke has purchased the eltr. from the Tidball-Marsh Co., of Lincoln, and is now sole owner.

Hartford, Kan.—O'Connor & Stratton have about completed their eltr., and it will be ready to handle wheat by July 15.

Hudson, Kan.—Frank Bowser, of Hutchinson, has succeeded G. H. Immer as mgr. for the Pacific Eltr. Co., of Kansas City.

Pawnee Rock, Kan.—Oliver Williamson, of Hutchinson, has succeeded Scott Miller as mgr. for the Rock Milling & Grain Co.

Lost Springs, Kan.—The machinery is being installed in the eltr. of E. P. Mowrer, and the house will be ready to handle the new crop.

Valley Falls, Kan.—B. C. Ragan & Sons have taken possession of their eltr., which has been under lease for some time to Thos. Hatfield.

Sherdahl, Scandia P. O., Kan.—I have sold my eltr. to Bert Ainsworth, of Rydal, and Clarence Simpson is buying grain for him.—O. B. Strom.

Great Bend, Kan.—Scott Miller, who has been mgr. for the Rock Milling & Grain Co. at Pawnee Rock, has been transferred to Great Bend.

Wichita, Kan.—D. C. Kolp, of Ft. Worth, Tex., and Wm. Murphy, of Kansas City, have purchased memberships in the Wichita Board of Trade.

Marysville, Kan.—A. F. Cockrill, of Marietta, has succeeded Chas. Mann as mgr. for the Midland Eltr. Co. Mr. Mann will return to Marietta.

Brookville, Kan.—The Thorstenberg Grain Co. is building an eltr. to replace the house burned May 11, and it is to be completed in time to handle the new crop.

Kiowa, Kan.—Ed. H. Smith and R. M. Benton have organized the Smith & Benton Grain Co. to do a grain and eltr. business. Pearl Rooney has been engaged as mgr.

Derry, Anthony P. O., Kan.—I have completed a 5,000-bu. eltr. here and J. W. Metz is in charge for me.—Emmett Berry, proprietor of Bluff City Milling Co., Bluff City.

Langdon, Kan.—The Farmers Grain & Supply Co. has been organized, with R. C. Miller, pres.; J. F. Railsback, vice-pres.; T. R. Christy, secy., and L. Y. Bradshaw, treas. J. A. Lyons is mgr.

Topeka, Kan.—Governor Hoch recently wired the Atchison, Topeka & Santa Fe Ry.: "Kansas must have 8,000 harvest hands within a week or much grain will be lost. I appeal for help."

Marysville, Kan.—Geo. Kirby, of Fairbury, Neb., has been transferred to Marysville to take charge of the eltr. for the McDermott Grain Co., having had charge for the company at Fairbury.

Arkansas City, Kan.—A meeting attended by about 50 grain dealers and millers of southern Kansas and northern Okla-

homa was held here on the night of June 27 to arrange for handling the new crop.

Savonburg, Kan.—I have sold out my grain business at Savonburg to Thos. Wells, of Stark, and have also sold my grain stand at Elsmore to Leander Morrison. I am out of the grain business entirely.—W. W. Moffitt.

Eureka, Kan.—R. E. Teichgraeber is building a large grain eltr. in connection with his mill. The building will be 35x45 ft. and 36 ft. high, with capacity for 20,000 bus. of wheat beside a large quantity of corn and other grains.

Almena, Kan.—The Home Grain Co. is rebuilding its eltr. at this point. When completed the house will have capacity for 20,000 bus. and will be operated by a 4-h. p. Fairbanks Gasoline Engine.—E. H. Powell, agt. Central Granaries Co.

Independence, Kan.—The Winfield Grain Co. incorporated, \$25,000 capital stock. John Rawlins, who has been traveling for the J. Rosenbaum Grain Co. and formerly for Richardson & Co., has been elected vice-pres. and mgr. of the new company.

Topeka, Kan.—Some of our good farmer friends are working up a fusion with bucket shop gamblers and manipulators. It's a great scheme to save those gambling institutions from ruin. The bucket shop men are full of resources to save themselves from the law against gambling. They must have cash grain to protect their gambling and permit its continuance. Just think of it! Farmers rushing to the rescue of bucket shop gamblers.—Farmers Advocate.

Topeka, Kan.—The grain inspection commission, composed of G. W. Glick, John T. White and J. M. Corey, held its annual meeting July 6, to establish grades for the year beginning Aug. 1. The commission fixed a standard grade of oats at 28 pounds to the bu. A test weight on macaroni wheat was set, at 58 lbs., for No. 2, and 56 lbs. for No. 3. A delegation of millers appeared to argue for a rule forbidding rye mixtures in No. 2 wheat, but the grain dealers argued that the grain would be sold under Missouri inspection which is more liberal, if the rye admixture were prohibited. The commission left the rule to the discretion of the chief inspector, J. W. Radford, who said: "This rule may be regarded by the wheat growers of the state as a warning. Their wheat mixed with rye and scoured will be accepted this year, but they must prepare to raise clean wheat next year if they expect to sell it in Kansas. The commission undoubtedly will make a rule next year to the effect that no wheat mixed with rye will be graded No. 2. The farmers must go through their wheat next spring and cut out the rye and they must select clean seed this fall." Among the grain dealers present were Geo. A. Adams, Mason Gregg, N. P. Simons, E. O. Moffat and G. C. Caraker of Kansas City, and E. J. Smiley, secy. of the Kansas Grain Dealers Ass'n.

## KENTUCKY.

Henshaw, Ky.—The Henshaw Milling & Grain Co. has been incorporated.

Louisville, Ky.—The Ballard & Ballard Co. has completed an addition to its warehouse and has installed a large coal hopper and new boiler at its mill. Nine storage tanks are also being built.

Louisville, Ky.—S. Thruston Ballard at the recent Milwaukee convention of mill-

ers declared that the grain obtained from the eltrs. in Louisville was so poor that he dared not use it in his mill, and that he was compelled to purchase wheat on track, paying about 10c above market price.

## LOUISIANA.

New Orleans, La.—Special Agent J. T. Marchand of the Interstate Commerce Commission visited this city recently to take testimony on the complaints that grain dealers have been driven out of business by the payment of eltr. charges by railroads to favored firms who have leased the houses owned by the roads.

Crowley, La.—In the suit of Bloom Sons Co. against the Union Rice Milling Co., Judge Pugh recently decided that failure of the buyer to pay draft on presentation at the end of ten days constituted a breach of contract. The rice was bot by Bloom Sons of the Union Mill on the usual Rice Ass'n terms, and was not ordered out in 10 days by the buyer. Thereupon the mill made draft, which was not paid. In the meantime rice advanced, and the mill canceled the contract.

New Orleans, La.—A single cargo comprised this city's entire grain exports for the month of June; the steamer Barbadian, with 22,800 bus. of wheat for Antwerp. This is better than June last year, when no grain of any kind was exported. The exports since Sept. 1 and prior to July 1 have been 1,429,655 bus. of wheat, 18,172,655 bus. of corn, 3,729,055 bus. of oats and 1,081,075 bus. of barley, compared with 17,408,353 bus. of corn and 14,575 bus. of oats, but no wheat nor barley, for the corresponding period of 1904-5, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

## NEW ORLEANS LETTER.

E. M. Gannon has been appointed general agent in charge of the new Missouri Pacific office that was opened here July 1.

W. L. Richeson, chief grain inspector of the Board of Trade, has returned from a trip to Chicago, St. Louis and the northwest.

The local demand for corn and oats remains good, on account of the crop failures of last year, and the export movement to Cuba, Mexico and Central America continues normally good.

The hay market shows a considerably better feeling. Hay grading No. 1 Timothy and better is in light supply and fairly good demand. Most of the stock here is of No. 2 and lower, for which there is little demand.

The action of the joint committee in declining to recommend that the matter be taken before the Interstate Commerce Commission by the Board of Trade was a matter of policy, it being thought unwise for the exchange to side with any portion of its membership as against any other portion. The lessees of the eltrs. and the railroads complained of are all members of the exchange. It was suggested to the complainants that they go individually before the Interstate Commerce commission and make the complaint. This the complainants will not do, since the investigation of the eltr. allowances will, under the direction of Congress, be made by the Interstate Commerce Commission.

At a joint meeting of the Board of Trade's freight and transportation and grain committees July 6, the recommenda-



tion was made to the directors of the exchange that no action be taken on the request of the several local grain men that the Board of Trade carry the matter of eltr. charges before the Interstate Commerce Commission. This matter came before the directors two months ago, a resolution setting forth the complaint of the local men being introduced. The resolution was referred to the Freight and Transportation and Grain Committees, jointly, and a hearing was called at which representatives of the lessees of New Orleans eltrs., railroad men, Illinois grain men and the complainants were present.

B. M. Flippin, assistant freight traffic mgr. of the Missouri Pacific-Iron Mountain Systems, while in New Orleans July 6, said, regarding the attitude of his system as to eltr. allowances: "Our grain tariffs applying from both Missouri and country stations to Mississippi Valley and Gulf ports, both locally and for export, are being amended, making a reduction of 1/4c a hundred, effective July 8, carrying with it simultaneously the cancellation of all present eltr. allowances of 1/4c a hundred. This new tariff will result in the Westwego Eltrs. of the Texas & Pacific Railroad returning under the management of that company, from which they are now leased by the Hall-Baker Grain Co. It was stated July 6 officials of the Illinois Central and Frisco systems that their policy regarding the Stuyvesant Docks and Chalmette Eltrs. had not been determined.—A. R. H.

## MARYLAND.

Baltimore, Md.—Hiram G. Dudley, of the grain commission firm of Dudley & Carpenter, has been elected chairman for the ensuing year of the wheat committee of the Chamber of Commerce.

Baltimore, Md.—Gustav Herzer & Son is a new firm which has recently entered the grain commission business at this city, commencing operations July 2. The active man of the firm will be Gustav Herzer, Jr., who has had many years experience in the business.

## MICHIGAN.

Watervliet, Mich.—F. E. Baughman is building an eltr. and warehouse.

Utica, Mich.—Arthur V. Church, of Bay City, will engage in the eltr. and coal business.

Caro, Mich.—M. H. Vaughan has increased the capacity of his eltr. for storing, handling and cleaning grain.

Carsonville, Mich.—The Carsonville Eltr. Co. has leased a site and will remove the Baird Eltr. to the location.

Jackson, Mich.—The annual meeting of the Michigan Farm Products Shippers' Assn. is held July 9-10, at this city.

Weidman, Mich.—The Holmes Milling Co. has succeeded E. C. Holmes and is building an addition to the eltr. and flour mill.

Suttons Bay, Mich.—Manseau Bros. will build a grain eltr. and flour mill. They will also erect a power plant for furnishing electric lighting for the town.

## MINNEAPOLIS.

It is said the Chamber of Commerce will make a contract grade of durum wheat.

The Minnetonka Eltr. Co. Incorporated, \$250,000 capital stock. Incorporators, Geo. W. Porter, Walter H. Gooch and Enoch W. Underwood.

W. B. Hatch, the representative of the P. B. Mann Co., who has been associated with the company for the past 7 years, has been made a member of the company and elected its vice-pres.

A 10-story addition to the Chamber of Commerce building will probably be built if the members of the Chamber vote favorably upon the proposition to buy the property adjoining on Fourth street.

The Russell-Miller Milling Co., of Valley City, N. D., has secured a site near the Steel Electric Eltr. and will build a 4,000-barrel mill with a 600,000-bu. eltr. in connection. The plant will cost about \$500,000 and work will be started on it this month. The mill will be 8 stories high, finished on the outside with white enameled brick, and inside the walls will be finished to the height of 5 ft. with the same material. Along one side of the plant double trackage will be laid for 800 ft. and on the other side a single track 700 ft. long. The power house will be 62x110 ft. and a 2,200-h. p. engine will furnish the power. The plant is to be ready for operation June 1, 1907.

A barley ass'n has been organized here to bring barley receivers and shippers more closely together and to advertise Minneapolis as being among the leading barley markets of the world. The officers elected are: P. G. Sukey, general mgr. for the North Star Malting Co., pres.; S. A. Dalton of the Seidl & Dalton Co., secy. Mr. Stuhr, of the Barnum Grain Co., W. Goetz, Jr., of the VanDusen-Harrington Co., and C. E. Griffith, of the Brooks Eltr. Co., have been appointed a committee to draw up the constitution and by-laws which are to be presented at the meeting to-day. From the present indications, Minneapolis, next year, is expected to handle in the neighborhood of 20,000,000 bus. of barley and the new barley association will endeavor to attract exporters and consumers in general, of barley, to this market for their requirements, this year.

## MINNEAPOLIS LETTER.

Ground is being broken for the erection of the Seidl & Dalton Co.'s eltr.

The eltr. building line is very conspicuous for its activity. A number of large contracts are about to be let.

The engagement of Miss L. Reuter of Milwaukee, to Frank Seidl of the Seidl & Dalton Co., of Minneapolis, has been announced.

Geo. Hammond, formerly pres. of the Coe Commission Co., has bobbed up again in this city engaged in an alleged bucket-shop business.

James J. B. Orth has bid adieu to the grain business in which he has been engaged for 14 years, and has entered into the land business, specializing in Canadian lands.

The firm of Martyn & Henderson has been dissolved. Mr. Henderson expects to connect with some firm in fall and Mr. Martyn is undecided as to his future course.

T. Case, of St. Peters, has been elected mgr. of the Minnesota Farmers Exchange, succeeding Mr. Blair. An application for corporate membership for the exchange on the Chamber of Commerce is to be made in the near future.—Minn.

## MINNESOTA.

Ashby, Minn.—B. E. Ellingson, grain dealer, died recently.

St. Charles, Minn.—The Farmers Eltr. Co. will either build or buy an eltr.

Lake Benton, Minn.—The Farmers Co-operative Ass'n contemplates building or buying an eltr.

Clarkfield, Minn.—R. T. Hannah has been engaged to buy grain for the Clarkfield Milling Co.

Ellsworth, Minn.—A 30,000-bu. eltr. will be erected for J. P. Coffey of Luverne by the Younglove Construction Co.

Wheaton, Minn.—The eltr. to be built for the Farmers Co-operative Eltr. Co. will have capacity for 40,000 bus.

Olivia, Minn.—The Farmers Eltr. Co., recently incorporated, has purchased the eltr. of H. H. Neunenber & Co.

Burr, Minn.—The contract for the erection of the eltr. for the Farmers Eltr. Co. has been awarded to G. T. Honstain.

New Prague, Minn.—W. H. Scott, proprietor of the mill at Chaska, has secured the eltr. here formerly operated by the New Prague Flouring Mill Co.

Hawley, Minn.—The Farmers Eltr. Co. has been incorporated and contemplates building an eltr. Incorporators, C. E. Knutson, Claus Bergland, F. E. Almquist, and others.

Arlington, Minn.—F. Wiest, formerly agt. for the Great Western Eltr. Co. at Elliott, N. D., has been transferred to Arlington to take care of the eltr. here for the company.

St. Paul, Minn.—A. J. Cummings, a member of the Minneapolis Chamber of Commerce, operating private wires, has been awarded \$6,548 damages against the Edwards-Wood Co. for libel.

Wood Lake, Minn.—Walker Dresser has been engaged to buy grain for the Franklin Milling Co., which is operating the eltr. of the Northern Grain Co. under lease.—W. N. Cayott, agt. Columbia Eltr. Co.

The work accomplished by the Association in improving conditions and eliminating abuses must come from the members. The officers are absolutely helpless without their co-operation.—J. J. Quinn, Sec'y.

New Ulm, Minn.—The terminal eltr. of Bingham Bros. was struck by lightning June 29 and burned with 7,000 bus. of grain. Loss, about \$17,000; insurance, \$5,000 on grain and \$5,000 on building. The eltr. will be rebuilt immediately.

Hastings, Minn.—The Farmers Eltr. Co. has let the contract to S. H. Troman-hauser for the rebuilding of its eltr., which burned recently. It will be a cribbed eltr. of 47,000 bus. capacity and covered with corrugated steel. The plant will cost \$7,700.

St. Paul, Minn.—The state railroad and warehouse commission has received a complaint from A. M. Sayre of Hills, Minn., alleging that the Farmers Eltr. Co. of Beaver Creek was arbitrarily attempting to force upon him a settlement upon an illegal basis for a quantity of corn delivered at its eltr. It is said the dockage was excessive.

Duluth, Minn.—A contract grade of No. 2 durum wheat was established by an amendment to the rules of the Board of Trade, adopted June 27. This will facilitate trading in this grain for future delivery, making the operations of exporters and hedgers safer. It is believed that this

market will continue to be the leading center of the trade in durum wheat.

Duluth, Minn.—The Jean Du Luth Co. is building a grain eltr. on its stock farm in St. Louis county. The eltr. will be 28x40 ft., of concrete, and will have capacity for 15,000 bus. of grain. It will be built on the bank of the Lester river and will handle the grain on the gravity plan. The feed mill and smut mills will be in the basement with the hoppers.

## MISSOURI.

Centerview, Mo.—Porter & Co. have succeeded Porter & Delaney.

Kansas City, Mo.—The successors of John T. Snodgrass are Snodgrass, Steele & Co.

Fortescue, Mo.—John H. Lynds, of White Cloud, Kan., is repairing his eltr. at this point.

Benton City, Mo.—Johnson & Romans have succeeded J. J. F. Johnson in the grain business.

Higginsville, Mo.—The eltr. and mill of the Higginsville Milling Co. burned July 1. Loss, \$75,000.

St. Louis, Mo.—Eight local grain and hay firms contemplate forming a company with \$1,000,000 capital stock.

Ridgeway, Mo.—I have sold my eltr. to Switzer & Salisbury and have retired from the grain business.—R. Hopkins.

St. Louis, Mo.—Daniel P. Byrne & Co. have placed their hay dept. in direct charge of W. H. Karns, a salesman of recognized ability and long experience.

Aurora, Mo.—The Majestic Milling Co. is building a 1,000-barrel mill, of which P. S. Wilson will be mgr. The plant includes a 100,000-bu. eltr. and will be completed by Sept. 1.

St. Louis, Mo.—Austin E. Babcock has discontinued his suit against the Merchants Exchange for damages, for his ejection from the Exchange bldg., and has made application for membership.

Kansas City, Mo.—The Board of Trade has requested the railroads to abolish the \$2 reconsignment charge, and the local railroad committee has decided to refer the request to the trunk lines at Chicago.

St. Louis, Mo.—Reconsigning charges on hay at this city were discontinued by the railroads June 27 at the request of the Merchants Exchange. The reconsignment charges on grain were discontinued some time ago.

Kansas City, Mo.—Complaints that the city scales are incorrect has been made by the Woolsey, Stahl Hay Co. Other dealers are said to have complained of short weights. The board of public works has ordered a test of the scales.

Kansas City, Mo.—The Moore Grain Co. has been organized by Ben C. Moore and E. H. Seaver, who have for years been in the grain business in this city. The new company will do a general receiving and shipping business.

Kansas City, Mo.—Richard P. Hamm, junior member of the grain commission firm of P. T. Hamm & Co., died July 4, after a short illness from heart trouble after spending part of the day in the dentist's chair. He was 65 years of age.

Kansas City, Mo.—The Croysdale Grain Co. has succeeded W. E. Croysdale & Sons. The new firm is composed of W. A. Croysdale and D. L. Croysdale, sons of W. E. Croysdale, who has retired from active business after 32 years in the grain trade.

St. Louis, Mo.—The Merchants Exchange Benevolent Society has voted to dissolve the ass'n and divide the assets among members. The number of members has gradually fallen from 1,352 to 368. The distribution will give each member about \$70.

St. Louis, Mo.—Tennessee millers are competing strongly in southern Illinois for wheat, paying 3c more than can be obtained in the St. Louis market. It is said the valuable Ohio River billing enables the millers of Nashville to disregard the freight.

St. Louis, Mo.—A campaign against bucket-shops was begun June 29 by Governor Folk, thru the institution of quo warranto proceedings by Circuit Attorney Sager against the Cella Commission Co., an alleged bucket-shop, to oust the concern from the state.

Kansas City, Mo.—The executive head of the new grain sampling dept. established by the Board of Trade is J. G. Goodwin, and J. J. Hiddleston is chief sampler. The grain sampling committee is composed of F. E. Essex, J. Sidney Smith and C. W. Lonsdale.

Kansas City, Mo.—I have recently established an office here to transact a general grain business under the firm name of J. R. Tomlin Grain Co., with offices 340 Board of Trade building. I was formerly in charge of the Gainsville, Tex., branch office of the Harris-Scotten Co.—J. R. Tomlin.

St. Louis, Mo.—A petition for an amendment of the rules of the Merchants Exchange has been presented to the directors, to make No. 2 red winter wheat only deliverable on contract. At present No. 2 hard can be delivered at a discount of 3c per bu., and millers object because they allege it is impossible for them to tell what kind of grain they will get on contracts. The petition has been referred to the grain committee.

St. Joseph, Mo.—The Board of Trade is having the basement of its building fitted up as a trading room. Tables will be installed for grain samples. A wire will be run into the room and the quotations of the leading markets posted on a blackboard. In the center of the room a pit will be constructed. Trading will be confined to the hours between 10 a. m. and 2 p. m. The leading firms have agreed to do all of their buying on the floor of the exchange. New members recently admitted are: Henry M. Warner, St. Joseph; W. H. Berryman, King City; W. H. Frederick, St. Joseph; T. P. Peck, Lathrop; William Snyder, St. Joseph; S. T. Wildbahn, St. Joseph; J. H. Gregg, St. Joseph, and Edgar L. Brown of St. Joseph. When the Board of Trade was organized in 1903, memberships sold at \$10 each. To-day they are selling at \$25 each. The board now has nearly 90 members. The officers of the Board of Trade are: Henry Lichtig, pres.; R. R. Clark, vice-pres.; J. L. Frederick, secy., and J. L. Kirby, treas.

## NEBRASKA.

Silver Creek, Neb.—Kent & Burke are installing a Hall Distributor.

Gothenburg, Neb.—The Platte Valley Milling Co. will build an eltr. and remodel its mill.

Nora, Neb.—Stanley & Weideman will remodel and enlarge their eltr. An engine will be installed.

Hildreth, Neb.—J. B. Schlangen, for-

merly agt. for the Duff Grain Co., has removed to Wymore.

Albion, Neb.—Geo. W. Davis, mgr. for the Nye-Schneider-Fowler Co., was married June 22 to Miss Jessie C. Bangs, of Oakdale.

Heartwell, Neb.—The Farmers Grain & Supply Co. has discontinued doing business here.—E. W. Lambert, agt. W. H. Ferguson.

Omaha, Neb.—The rumor that the Nye-Schneider-Fowler Co. had bot all the eltrs. of the Central Granaries Co. is denied by the latter company.

Lincoln, Neb.—The supreme court having adjourned no decision in the suit of the state against the Nebraska Grain Dealers Ass'n can be given until September.

Elgin, Neb.—Henry Benner, formerly of Elgin, will have charge of the new eltr. of the Nye-Schneider-Fowler Co. He will occupy the residence built by the company for its resident mgr.

Riverton, Neb.—We are rebuilding our eltr. Expect to have it completed about July 15. It is a 15,000-bu. house, equipped with hopper scales, Barnard & Leas Cleaner and a 6-h. p. Fairbanks Engine.—Chitwood & Chittick.

Pauline, Neb.—The Pauline Grain & Supply Co. incorporated, \$6,000 capital stock, to deal in grain and other farm products and own and operate grain eltrs. Incorporators, John Evans, C. Peterson, F. C. McCormick and others.

Nickerson, Neb.—The Devereux Eltr. Co. is building coal sheds and expects to build an oat storage house in the near future. The Crowell Lumber & Grain Co. will remodel its eltr. this summer.—J. C. Brown, agt. Devereux Eltr. Co.

Alma, Neb.—The supreme court of Nebraska has recently affirmed the judgment of the lower court giving the Farmers Co-operative Shipping Ass'n \$897 damages from A. A. Kannon & Sons on a contract whereby the firm was to buy grain on a compensation of 1¼c per bu.

Omaha, Neb.—Pres. Wattles of the Grain Exchange has received a telegram from Martin A. Knapp, chairman of the Interstate Commerce Commission, stating that the rate recently announced by the Frisco system between Kansas City and Memphis is illegal.

Omaha, Neb.—The announcement by the Union Pacific that it would pay an elevation allowance of 1¼c per 100 pounds to all Omaha eltrs. is very pleasing to grain dealers on its lines. Unless other roads make a similar allowance eltrs. on their lines will be at a disadvantage.

Clay Center, Neb.—The Farmers Eltr. Co. has been organized, with \$3,325 capital. The officers are: H. E. McDowell, pres.; B. W. Campbell, vice-pres.; E. T. Cowen, secy.; F. T. Swanson, treas. The company is negotiating for the purchase of the eltr. of the McConaughy Grain Co., of Holdrege.

Omaha, Neb.—The directors of the Grain Exchange are considering a proposition from Herman Cohn to erect an Exchange bldg. 110x120 ft. and 4 stories high, the three upper floors to be devoted to the grain trade. Mr. Cohn offers a trading room and the secy's offices free of rental for 10 years.

Omaha, Neb.—The Grain Exchange recently adopted the two following amendments to its rules: No warehouse receipts tendered to the secretary for registration on any business day after 12 o'clock, noon, shall be registered as of



that date. Warehouse receipts for grain unloaded into eltrs. on Sundays or other legal holidays shall bear the date of the preceding day.

Omaha, Neb.—Geo. B. Powell has been appointed chief grain inspector for the Grain Exchange to succeed W. F. Heyl, who recently resigned. Mr. Powell has been chief clerk of the Chicago Grain Inspection Dept. for the past 6 years, and for a number of years had practical experience as an inspector at Peoria, Ill. He will thoroughly reorganize the inspection and weighing dept. of the Grain Exchange, with a view to placing its grading on a uniformly high standard.

## NEW ENGLAND.

Portsmouth, N. H.—J. S. Morrill and H. E. Philbrick, of Lacomia, have purchased the grain business of Wm. H. Kilburn and took charge July 1.

Boston, Mass.—The directors of the Chamber of Commerce on June 26 prohibited members from transacting business for McMorran Bros. Co., of St. Paris, O., until the company complies with the award of the arbitration committee in the claim of the L. C. Daniels Grain Co.

Taunton, Mass.—The first hearing in the bankruptcy case of Edw. C. Paul, grain dealer of Taunton and Boston, was given June 27, when claims amounting to \$100,000 were proven. The liabilities aggregated about \$132,000 and the assets are now estimated at \$40,000. Arthur M. Alger was appointed trustee.

## NEW YORK.

Earlville, N. Y.—J. D. Holey has installed an eltr. leg which will be operated by a gasoline engine.

New York, N. Y.—E. C. Rice, for 20 years treas. of the Produce Exchange, was presented with a loving cup recently by the members as a testimonial of the respect and esteem in which he is held.

New York, N. Y.—The Produce Exchange has chosen the following grain committee for the ensuing year: James W. Warner, S. K. Fox, James E. Larrowe, Robert A. Yellowlee and E. T. Cushing.

Buffalo, N. Y.—Nesbit Grammer has purchased and will operate the eltr. of the United Grain Co., which went out of business July 1. A new firm, the Churchill Grain & Seed Co., has been organized to carry on the business of the United Grain Co. The new firm has purchased the seed house of Churchill & Co. at Toledo and will operate it in connection with the grain business here. The new company is headed by G. W. Bartlett, who managed the business of the United Grain Co. and Churchill & Co. before the merger, and L. S. Churchill.

## BUFFALO LETTER.

Canal boatmen report a little better business of late. They hold rates as before, on the basis of 4 cents on wheat to New York and are profiting mostly on the movement of oats.

Feed dealers report that everything in their line sells, the reported light oat crop being sufficient reason for activity with them. If there is nothing to take the place of oats there is no reason to look for lower feed this year.

The increased movement of oats has saved the grain route here from decline. It looks as though they would continue to move actively till the new crop is in.

The receipts of oats by lake runs close to 2,000,000 bus. a week and the inspectors report as high as 36 cars in some days for inspection.

Work on the new Chamber of Commerce building is progressing as fast as the many strikes will permit, but the recurrence of them so many times, as well as the shortage of material at times, has put off the completion of the building several months. So it will be winter, no doubt, before the old and the new structures can be united into a single home for the Buffalo grain trade.

Still very quiet in grain circles, chiefly on account of too high prices. Dealers say that almost everything is out of line and but for the big consumption of all sorts of feed they would be idle. This statement may look a trifle contradictory, but it means that nobody is buying grain but for immediate consumption and the prospect is good for a continuation of the conservative state of the market till the new crops produce a change of front.

The grain interest is beginning to look forward to the new barge canal for all chance of improvement of the grain route through this port and city. In spite of diversions and other drawbacks the Buffalo through grain route is holding its own, track movement being more than formerly and lake receipts, 33,500,000 bus. to the end of June, are quite up to the average, so it is safe to say that if the barge canal is to do anything that was predicted of it there will be a stir when that is in operation.—J. C.

## NORTH DAKOTA.

Gardena, N. D.—Doering & Hirsch are building an eltr.

Merricourt, N. D.—The Royal Eltr. Co. will build an eltr.

Palermo, N. D.—The Farmers Eltr. Co. is building an eltr.

Cando, N. D.—The Cando Roller Mills Co. will build a 30,000-bu. eltr.

Amenia, N. D.—The Chaffee-Miller Milling Co. will build a 250,000-bu. eltr.

Lallie, Oberon P. O., N. D.—M. B. Lytle has bot the eltr. of W. F. Stichen.

Lisbon, N. D.—The Farmers Eltr. & Mercantile Co. will build a 40,000-bu. eltr.

Sanborn, N. D.—The Farmers Eltr. Co. is receiving bids for the erection of an eltr.

Granville, N. D.—The Farmers Co-operative Co. will build a 50,000-bu. eltr. here.

Ellendale, N. D.—I have succeeded the Crown Eltr. Co. at this place.—F. M. Walton.

Fairmount, N. D.—Dwight M. Baldwin has purchased the eltr. of the National Eltr. Co.

Wilton, N. D.—Mr. Klein is building an eltr. opposite the eltr. of the Mandan Mercantile Co.

Wimbleton, N. D.—The Osborne-McMillan Eltr. Co. is building a 22x50 ft. annex to its eltr.

Brumbaugh, Armourdale P. O., N. D.—The eltr. for the Atlantic Eltr. Co. has been nearly completed.

Tyler, N. D.—The Farmers Eltr. Co. has let the contract to Frank Mitzelt for the erection of its eltr.

Casselton, N. D.—The Chaffee-Miller Milling Co. will build a 50,000-bu. eltr. in connection with its mill.

Spiritwood, N. D.—Albert Dunnell and Perry Marker will have charge of the eltr.

which is being built for Rounsville & Doty.

Larimore, N. D.—The Farmers Eltr. Co. has awarded the contract for the erection of its 40,000-bu. eltr. to G. T. Honstain.

Verona, N. D.—The Verona Farmers Eltr. Co. received bids until July 10 for the erection of a 40,000-bu. eltr. M. P. McNally is secy.

Lamoure, N. D.—The Farmers Eltr. Co. is having an eltr. built by G. T. Honstain on plans prepared by the Younglove Construction Co.

Sherwood, N. D.—I am now buying here for the Amenia Eltr. Co., having given up my position with the Winter & Ames Co. at Kempton.—K. M. Haas.

Anamoose, N. D.—Martin Hublun & Co. are building a large grain eltr. Smith, Gulac & Abelein will remodel their present house and will build another. The Osborne-McMillan Eltr. Co. contemplate building an addition to its eltr.

Marion, N. D.—The Farmers Eltr. Co. has been organized and will be incorporated to buy and sell grain, with \$10,000 capital. A building and site committee has been appointed, consisting of A. Quayley, Louis Johnson and Chris Baertsch.

## OHIO.

Fayette, O.—D. A. Baker is building an eltr.

South Solon, O.—R. B. Gordin has remodeled his plant.

Monroeville, O.—M. J. Baker has bot the mill and eltr. at this place.

Versailles, O.—W. C. Hile has let contract to N. A. Grabill for 15,000-bu. eltr.

Mandale, O.—Chris and Albert Dowler, farmers, have purchased the eltr. of the McMillen Grain Co.

Climax, O.—S. McIninch & Son's new eltr. on the Ohio Central is equipped with Philip Smith machinery.

Cincinnati, O.—Chas. Maguire, grain merchant, is again about the Chamber of Commerce, after a severe illness.

Ft. Recovery, O.—The Jay Grain Co. has overhauled its eltr. and equipped it with new Philip Smith machinery.

Fairview, O.—Lambert & Smith's new 25,000-bu. eltr. on the C. H. & D. Ry. will soon be completed by the Philip Smith Co.

McComb, O.—McElhinny & Shepherd have succeeded Cruikshank & McElhinny, Mr. Cruikshank having sold his interest to Mr. Shepherd.

Toledo, O.—The amended rules for grading grain which went into effect July 1 have been published in pamphlet form by the Produce Exchange.

Elwood, Circleville P. O., O.—Boggs & Weldon have purchased the eltr. of C. E. Groce and have installed new machinery and repaired the house.

Amanda, O.—I have bot the Balthaser Eltr. I am remodeling it and will do a general grain and hay business.—A. E. Huston, formerly of Ruff & Huston.

Mason, O.—We have just formed a partnership with Ralston & Thatcher to buy grain here under the name of the Mason Grain Co.—Kyle & Williamson, Kyle.

Forest, O.—The office of G. W. Fox & Co., grain dealers, was entered recently during the temporary absence of the man

in charge, and about \$15 was taken from the cash drawer.

Sherwood, O.—The Reed-Bear Grain Co. of Hicksville, is remodeling its eltr. here. The old house was moved to a new site, new machinery added and the capacity increased to 15,000 bus.

Cincinnati, O.—The Chamber of Commerce has presented its veteran supt., C. B. Murray, with a purse of \$2,500 and granted him a 6 weeks' leave of absence for travel in Europe, whither he has gone.

Glen Karn, O.—I have bot the eltr. here of Robert Davidson on the Big Four and will take possession at once. Cut out my advertisement of grain eltr. wanted in the Grain Dealers Journal. O. Klepinger, West Milton, O.

Harrod, O.—I have purchased the local 10,000-bu. eltr. of Clutter & Long, of Lima, and will conduct the business in my own name. I have been with the firm since 1891 as foreman and mgr. I will remodel the house and install an entirely new system.—Kirby White.

West Liberty, O.—The firm of Baldwin & Elliott, dealers in grain, coal and wood, has been dissolved. L. W. Baldwin selling his half interest to J. L. Funk, a farmer. The new firm will be known as Elliott & Funk. Mr. Baldwin will engage in other business.—Baldwin & Elliott.

Toledo, O.—The Churchill Grain & Seed Co. incorporated, \$50,000 capital stock, to handle seeds here and do a general grain business at Buffalo, N. Y. Incorporators, Jacob Baker, Chas. E. Cameron, L. T. Williams, Fred L. Geddes, W. E. Stone, L. S. Churchill and Geo. W. Bartlett.

Huntsville, O.—J. C. Blue of La Rue, O., has had a man buying corn and loading into cars at Belle Center and surrounding points, causing heavy loss to regular dealers by paying above the market. The man claims they have bags and intend to buy this coming harvest. One car, at least, of his corn was handled at Cleveland.—H. W. Johnston.

Columbus, O.—The Seeds Grain & Hay Co. incorporated, \$60,000 capital stock, to operate the plant recently purchased from the Columbus Grain & Eltr. Co. by the Seeds Grain Co., Baum & Robinson and Willis Jones, as reported in this column June 10. Incorporators, Willis Jones, pres.; T. W. Baum, vice-pres.; H. L. Robinson, treas.; E. W. Seeds, general mgr., and L. W. Lilley.

Galion, O.—I have formed a partnership with Geo. M. White, of North Robinson, and have bot half interest in his eltr. We will do a track buying and shipping business in hay and grain, with headquarters at Galion. The firm name at both points will be Switzer & White. I have been connected for 12 years with Jas. P. McAlister & Co., Columbus.—Chas. E. Switzer.

Toledo, O.—The Toledo & Wabash Eltr. Co. has reduced its capital stock from \$1,200,000 to \$120,000, because of the recent sale for \$100,000 of the 10-acre site, on which are located Wabash Eltrs. 3 and 4, to the Wabash Ry. The two eltrs., which are old wooden houses, will be torn down to make room for more trackage. Eltr. 5, which is located on land owned by the Wabash Ry., is the only one now operated by the eltr. company, discontinued using Eltrs. 3 and 4 last January.

## OKLAHOMA

Enid, Okla.—We have sold our grain business.—Goltrey & Sons.

Jet, Okla.—The Woods County Grain Co. is building a 15,000-bu. eltr.

Kingfisher, Okla.—The 20,000-bu. eltr. for Smith & Worl has been completed.

Weatherford, Okla.—A. P. Sights has succeeded the El Reno Mill & Eltr. Co.

Tonkawa, Okla.—O. W. Hutchinson is building an eltr. for which P. H. Pelkey has the contract.

Hydro, Okla.—The Choctaw Mill & Eltr. Co. will install a shelter dump this summer.—Wm. Cochran, mgr.

Snyder, Okla.—We have just installed a new 10-h. p. Fairbanks-Morse Engine in our eltr.—Mell & Cole, Elgin.

Fargo, Okla.—The Wichita Falls Eltr. Co. is building a 10,000-bu. eltr. Crowell Bros., of Alva, contemplate the erection of an eltr.

Geronimo, Okla.—The plans and equipment for a 10,000-bu. corn eltr. for W. B. Johnson, of Enid, are being furnished by P. H. Pelkey.

Glencoe, Okla.—H. H. Bartholomew has taken charge of the eltr. recently purchased by the Stillwater Mill & Eltr. Co. from Babcock Bros. & Cheatham.

Manchester, Okla.—G. T. Price has been engaged to take charge of the eltr. of the Manchester Grain & Fuel Co., recently incorporated, which has succeeded the Farmers Eltr. Co.

Erick, Okla.—The Weatherford Milling Co. has secured a location and will build an eltr. If the house is not completed in time to handle the new crop the company will have a buyer and office here to handle the grain.

Lawton, Okla.—The Lawton Mill & Eltr. Co., recently incorporated, has absorbed the business of the Humphreys Mill & Eltr. Co. and the Arthur Flour Mills. The new company is increasing the capacity of the mill and it is expected to be ready for business by Aug. 1. Eltrs. at several stations will be operated by the company. The following officers have been elected: W. J. Arthur, pres.; Frank E. Humphreys, vice-pres. and mgr.; F. E. Humphreys, secy. and treas.—Lawton Mill & Eltr. Co.

## OREGON.

Portland, Ore.—Grain bags when shipped car lots have heretofore been rated as fourth class out of Portland and Puget Sound ports, except from Walla Walla, where the rate was third class. The railroads have just agreed to a reclassification into fifth class carloads and otherwise fourth class, effecting a reduction from 80c to 65c per 100 lbs.

## PENNSYLVANIA.

Lancaster, Pa.—John B. Eshelman, a former partner in the firm of Jonas F. Eby & Son, died here recently, aged 67 years.

### PHILADELPHIA LETTER.

The railroad rate bill is being vigorously discussed by the members of the grain trade here.

Vice-pres. Koch of the Commercial Exchange, who is at the head of the new Mutual Trust Co., which is being formed, will soon open modern headquarters on the first floor of the Bourse building. The leading promoters and board of trustees includes leading grain men.

The free arrivals of new wheat has weakened the general conditions of the market here recently, and there is a disposition to trade lightly and wait for possible later opportunities. Oats and corn seem to sympathize with wheat market and a slight easing off is the result. Flour is on Easy street, while hay, straw and feed are about steady, though all are rather quiet.

The funeral of Charles J. String, one of the best known members of the Commercial Exchange, took place on Tuesday at 1 p. m., when services were held in the P. E. Church of the Ascension, Broad and South streets, the honorary pallbearers being John T. Bailey, J. C. Hopkins, Charles T. Fox, Watson W. Walton, Hunter Brooke, William Howell, Jr., William P. Brazer and William McAleer, Jr. Mr. String was born in 1845 and for years was extensively engaged in the grain business. His sudden death, which occurred on Sunday at Morristown, N. J., at 11 o'clock, was a great shock to the business community. He had been ailing with liver and kidney complications for some months, but was attending to his routine duties at the Commercial Exchange on the Thursday previous. After graduating as a young man from Dickinson College he assumed charge of the export grain trade of C. H. Cummings, and in 1882 joined interests with W. P. Brazer, but since 1886 was alone in the grain business. He was treasurer of the Commercial Exchange for five successive terms and served as manager and on its grain committee at different times. His funeral was very largely attended by business men, and the Commercial Exchange took special action upon his death.—S. R. E.

## SOUTH DAKOTA.

Tea, S. D.—Groenwald & Bruhns are painting their eltr.

Bryant, S. D.—The Farmers Eltr. Co. will build a 30,000-bu. eltr.

Athol, S. D.—The New Richmond Milling Co. contemplates rebuilding its eltr.

Ferne, S. D.—The Farmers Eltr. Co. will build 2 eltrs. on the M. & S. L. extension.

Lebanon, S. D.—The Eagle Roller Mill Co., of New Ulm, Minn., is building a grain eltr.

Spencer, S. D.—N. J. Brockmann has bot the eltr. of the Peavey Eltr. Co. and will remodel it.

Clark, S. D.—The Atlas Eltr. Co. will remove its eltr. and replace it with a more modern building.

Centerville, S. D.—The Centerville Milling Co. will tear down its old eltr. and build a large house on the site.

Carthage, S. D.—F. N. Dexter, Geo. Randall and A. F. Clough have purchased the eltr. of the Interstate Grain Co., taking possession July 1.

Bradley, S. D.—The Eagle Roller Mill Co., of New Ulm, Minn., will build eltrs. at Bradley and Hoven and also at the new towns of Crocker, Brentford, Stratford and Chelsea.

White Rock, S. D.—The Montevideo Milling Co. has purchased the eltr. of D. E. Brown. Mr. Thompson, formerly wheat buyer for Mr. Brown, has gone with the S. E. Oscarson Co.

Springfield, S. D.—The 15,000-bu. cribbed eltr. for Capt. Jos. Leach, of Running Water, has just been completed.



Eugene Colburn has installed a gasoline engine and overhauled his eltr.—J. M. McCallum.

Howard, S. D.—The cupola of the eltr. of W. C. Boorman was torn away recently and the eltr. of the W. W. Car-gill Co. was partially unroofed by a wind storm, which also racked the eltr. of the Farmers Eltr. Co.

St. Lawrence, S. D.—The Eagle Roller Mill Co., of New Ulm, Minn., has completed its \$6,000 eltr. here. Work has been completed on the remodeling of the flat house of G. W. Van Dusen & Co. into an eltr. Wagon dump scales have been installed.—W. J. Davey.

## SOUTHEAST.

Mobile, Ala.—Williams & Fitzhugh have discontinued their office here.

Gulfport, Miss.—The Jas. Stewart Grocery Co. will build a grain eltr. at an estimated cost of \$14,500.

Conway, Miss.—The Hartley Mills Co. incorporated, \$12,000 capital stock. Incorporators, John Hartley, W. B. Mills and J. C. Clark.

Norfolk, Va.—B. Henry Jones, pres. of the Norfolk Hay & Grain Ass'n, has called upon Pres. J. W. McCarrick of the Norfolk Board of Trade and Business Men's Ass'n, to appoint a committee to investigate the action of Corn Trade Ass'ns of Liverpool and London, Eng., excluding Norfolk from the list of ports out of which grain is accepted on local inspection.

## TENNESSEE.

Memphis, Tenn.—W. D. Moon and C. E. Niswonger have been appointed as the grain quotations committee for July, by J. J. Wade, acting pres. of the Memphis Merchants Exchange.

Memphis, Tenn.—The mill and grain eltr. of the Davis & Andrews Co. were almost totally destroyed June 28 by a fire which started in the eltr. Smoldering grain was fanned into a blaze the following day and more damage was done. Loss, about \$100,000; insurance, \$40,000 on building and machinery and \$20,500 on stock.

Woodland Mills, Tenn.—The Woodland Grain Co. incorporated, \$9,000 capital stock, to do a grain business. Incorporators, Geo. Dahnke, pres. and general mgr.; John Alexander, vice-pres.; Cato Davis, Jr., secy.; S. P. Chandler, treas.; C. A. Davis and J. D. Jones. The new company has acquired the warehouses and cribs of Cato Davis.

Nashville, Tenn.—Chas. Rouzer, mgr., and Chas. A. Harrison, superintendent of the eltr. being constructed for the I. C. and Southern Rys., have opened temporary offices at the city offices of the railroads. It is said that they will have a city office as well as one at the plant, with superintendent in charge at the plant and Mr. Rouzer at the town office. It is expected that the eltr. will be ready for operation early in September.

Memphis, Tenn.—The Memphis Public Eltr. Co., which was incorporated in April, has recently elected the following officers: J. L. Lancaster, pres.; I. L. Graves, vice-pres.; J. W. Canada, secy-treas., and A. H. Plant, auditor. Mr. Lancaster is now acting general manager of the Union Belt Line and Mr. Graves is A. G. F. A. of the Southern Ry. Construction of the eltr. will soon begin and the expense will be shared by the Southern and the Union Belt. The house will

be the grain depot of the Southern and the Missouri Pacific systems.

## NASHVILLE LETTER.

Sparta, Tenn.—Mayberry & Jackson, of this place, will build a 50-barrel corn mill here.

Nashville, Tenn.—The Grain Exchange reports the following stock on hand: wheat, 80,250 bus.; corn, 217,200 bus.; oats, 203,025 bus.; barley, 11,700 bus.; flour, 9,856 barrels.

Clarksville, Tenn.—The Dunlap Milling Co., of this place, notwithstanding that its burned plant will not be built and in condition to run before fall, is storing large quantities of grain, the intention being to stock a quarter of a million bus. of wheat.

Union, City.—The West Tennessee Grain Co. has been chartered at this place and will run a grist mill and buy and sell grain. E. W. Parks is pres. and J. N. Moore, secy. and treas. The company will deal mainly in corn, although some trading will be done in wheat.

Nashville, Tenn.—Very little trading is being done on the local market, and all of the Nashville dealers report a dull business. A great deal of the apathetic feeling is attributed to the season of course, but the dullness is too great to lay it wholly upon that, and dealers are of the opinion that business is just short here. The wheat crop is beginning to move into the city, although up to this writing, the quantity has been very small, and farmers are apparently holding their stock.—R. N. C.

## TEXAS.

Ft. Worth, Tex.—M. P. Bewley, grain dealer and miller, died recently.

Texarkana, Tex.—Gaines & Edmiston have succeeded Gaines & Watson.

Stamford, Tex.—The Stamford Mill & Eltr. Co. incorporated, with \$30,000 capital stock.

Alford, Isla P. O., Tex.—The Farmers Co-operative Grain Co. has been incorporated, with \$10,000 capital stock.

Godley, Tex.—We have succeeded W. H. Griffith & Co. Bradshaw & Harris are new in the grain business.—Dillard & Griffith.

Marshall, Tex.—The Pitts Mill & Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, H. B. Pitts, M. J. Wheat and W. L. Pitts.

Amarillo, Tex.—The Star Mill & Eltr. Co. incorporated, \$23,000 capital stock. Incorporators, D. D. Dewing, P. A. Beach and Grant Hilger.

Competition in business is desirable, but dishonest methods to gain a vantage over your competitor is wrong in the highest degree, and should not be tolerated.—C. P. Shearn.

West, Tex.—The West Mill & Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, M. W. Logan, Louis Logan and T. R. Denton, of West, and A. P. Luallin, of Itasca.

Sumner, Tex.—The Sumner Cotton & Grain Co. incorporated, \$5,000 capital stock. Incorporators, Wm. D. Upson and Chas. D. Wallingsford, of Sumner, and S. T. Alcorn, of Perry.

Lufkin, Tex.—The grain and feed store of D. J. Campbell, wholesale feed dealers, burned June 28, with a box car loaded with hay. Loss, \$5,000; insurance, \$2,300 on building and contents.

Grand Prairie, Tex.—The Grand Prai-

## SPEAR MAILING ENVELOPES

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WRITE FOR SAMPLES AND PRICES.

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As we furnish everything complete other than a millwright's or carpenter's time of three to five hours required to erect a manlift. It will save you its cost in six months.

The use of a manlift destroys the possibility of an overflow of the oats into the corn bin.

We manufacture a full line of elevator supplies.

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which reaches the famous

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of the West and Northwest, and affords the best means of transportation to the markets of the world.

FOR FURTHER PARTICULARS APPLY TO

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NWS:3

## Put Your Name

where everyone identified with the grain trade will see it, and keep it there.

THAT IS IN THE

### Grain Dealers Journal

OF CHICAGO

rie Mill & Eltr. Co. incorporated, \$20,000 capital stock. Incorporators, I. J. Willingham, R. L. Hight, of Dallas, and F. M. Rogers, of Ft. Worth.

#### I Don't Want Nothin'.

(By a Disappointed Grain Clerk.)  
I don't want a Grain Dealer's badge,  
I don't want to Handley go;  
I don't want to take part in the barbecue,  
I don't want to on the lake row,

I just want a place close by my desk,  
When the Western sun is setting low;  
I want just two things, in this wide, wide,  
world,  
To work all day and at night home go.

Howe, Tex.—Lee Brooks, who has been secy. and treas. for the Paul Bean Grain Co., has severed his connection with the firm and engaged in business for himself at Madill, I. T.

Sour Lake, Tex.—O. B. Sterling is superintending the tearing down of the large grain warehouse, formerly operated by R. S. Sterling & Co. The materials in the building will be shipped to Houston.

Gainesville, Tex.—The Keel Grain Co. incorporated, \$20,000 capital stock. Incorporators, J. Z. Keel, pres.; E. G. Rall, secy.; H. H. Haines, mgr. The company is operating eltrs. at Muenster, Myra, Justin, Krum and Haslet, Tex., and Marietta, I. T.

Most shippers can recall experiences, when there has been a decline in the market, that prove that the disreputable dealer will invariably take advantage of the opportunity that an arrival draft affords him to demand the privilege of inspection, and that this demand is invariably followed by a refusal of the shipment.—T. G. Moore.

Dallas, Tex.—The U. S. Circuit Court has set aside a fine of \$2,240 imposed by the Interstate Commerce Commission on the Texas & Pacific road for refusing to permit the Hope Cotton Seed Oil Co. of Hope, Ark., to ship cotton seed at local rates from Shreveport, La., to Texarkana, and then to Hope. The thru rate was higher than the sum of the two locals.

Galveston, Tex.—One cargo of 32,640 bus. of wheat comprised the entire exports of grain from this port during June; the steamship Lord Downshire for Rotterdam. No grain at all was exported during June last year. Exports since Sept. 1 and prior to July 1 have been 3,558,483 bus. of wheat, 11,299,009 bus. of corn and 281,450 bus. of barley; compared with 32,000 bus. of wheat and 5,606,117 bus. of corn, but no barley, for the corresponding period of last year, as reported by C. McD. Robinson, chief grain inspector of the Galveston Board of Trade.

#### UTAH.

Salt Lake, Utah.—The annual outing of the Grain & Flour Dealers Ass'n was held June 27. The committee on arrangements was composed of A. Vogeler, E. E. Rich, Bailey & Sons, Miller Commission Co. and Turner Bros. Employees and their families attended in large numbers.

#### WASHINGTON.

Govan, Wash.—The Farmers Grain & Supply Co. is building an eltr.

Ephrata, Wash.—The Everett Milling Co. is building a grain warehouse here.

Mabton, Wash.—The Yakima Valley Trading Co. has failed and is out of business.

Palouse, Wash.—John Calvert has purchased the warehouse business of Gray & Gray.

Ritzville, Wash.—The warehouse of the

Centennial Mill Co. burned June 26 with contents, its full capacity of flour, wheat, bran and grain sacks. Loss is estimated at about \$20,000.

Reardan, Wash.—The Washington Grain & Milling Co. has closed its plant for repairs. An addition will be built to the warehouse and an eltr., which will give the company capacity for storing 225,000 bus., sacked and bulk. New machinery will be installed and will include a steam roll barley plant.

Spokane, Wash.—Dissension has led to a split in the Farmers Grain & Supply Co. E. W. Swanson, the former secy., has organized the Independent Grain & Eltr. Co. with \$500,000 capital stock. Mr. Swanson states that the old company cannot exist under the present management. The new company, Mr. Swanson says, will be operated strictly on a business basis and to make money for the farmers as well as the stockholders. It will handle all kinds of grain on a commission basis and will have representatives in all the leading grain markets.

#### WISCONSIN.

Madison, Wis.—John M. True, secy. of the state board of agri., has issued the premium list for the State Fair to be held Sept. 10-14.

Askeaton, Wis.—The A. G. Wells Co. contemplates repairing and improving its eltr. this summer. Mr. Euhl will have charge of the house this season.

Ashland, Wis.—O. G. Major of Hope, N. D., is at the head of a party of North Dakota farmers who contemplate erecting a terminal eltr. here. This city has offered a site valued at \$40,000.

Superior, Wis.—In the suit of Gregory, Cook & Co. against the Wisconsin Grain & Warehouse Commission, Judge Parish at Ashland on July 9 decided the grain law valid and dismissed the action brot to prevent the use of the mill scales by the state grain inspectors.

Milwaukee, Wis.—A. K. Taylor, who has been general mgr. of the Milwaukee Eltr. Co. for 8 years, retired from this position July 1. On Aug. 1 he, with Clarke Fagg will engage in the grain business under the firm name of Taylor & Fagg. They have leased Eltr. B and will operate it.

Clinton, Wis.—The grain eltr. of the St. Paul Ry. was badly damaged June 24, when 2 loaded freight cars were jammed into the side of the building, knocking a hole in the west wall and shoving the east wall 2 feet out of plumb. The accident was caused by a smash-up which derailed the cars.

Manitowoc, Wis.—The state railroad commission on June 30 issued an order to the Chicago, Milwaukee & St. Paul and the Wisconsin Central Railways to make a rate of 8½¢ per 100 lbs. on barley carried from Kiel and New Holstein to Manitowoc and 7½¢ from Chilton and Hayton to this city, on complaint of the Manitowoc Malting Co. The former rate was 12¢, the reduction effecting a saving of \$23,000 annually to the Manitowoc Co.

#### An Uncrowned King.

By H. J. BARBER.

The Elevator at X, on the Great Northern Railway, in North Dakota has long been in charge of "An Uncrowned King." He is but the remnant of a man physically, with both feet and one hand amputated, but no one in the place seems happier than he, and it has long been an unwritten law among the rich Norwegian farmers of that community that he should have first chance in buying their grain.

As he sat in his office making o t checks with his remaining hand, I saw old Norwegian women take their children to him and tears stood in his eyes as he patted their heads and talked to them in low affectionate tones. One sturdy young farmer gave him a photograph of a young couple in bridal array. From the few Norwegian words I knew I understood that the giver was the happy bridegroom and that the grain buyer was a guest at the wedding.

That day, at the hotel I sat next to the young farmer and from him gathered the story of Oleson's life. Should this paper reach him, he need not blush for the part he played.

Thirty years ago he came from Norway and found work with a Minnesota farmer, a fellow countryman. During his five years there he spent a part of each winter in the English school and then went to the unsettled region of North Dakota and filed on a government homestead. He was located a day's hard drive from the railroad, and except for an occasional sod house the prairies were utterly desolate.

Only those who experienced it in early days know the loneliness of that life, when for weeks at a time no man ventures across the pathless prairies in the face of drifting snow and bitter winds.

Still they lived on contentedly for they knew that the harvest would bring to them a wealth unattainable in their own land beyond the sea.

After two years Oleson proposed to open a school to teach so that the children of his Norwegian neighbors might study the language and history of their new country.

A sod school house was built as near the center of the settlement as possible, and this being on the highest land where the soil was the poorest, there were no houses nearer than a mile. The railroad planned a branch line to pass near this point, and as soon as the plans were sure, all the land would be quickly settled.

School was to close in September, when schools usually open, as the danger of storms, where there were neither roads nor shelter, was too great to risk.

The pleasant fall weather caused the school to be continued for weeks, while the warnings of older settlers were disregarded. The thirty sturdy little pupils walked for miles over the brown prairies, happy in meeting the good teacher, who not only taught them to read English, but told them the wonderful Norse legends and sang with them the old Norse songs.

The morning of the fatal day was strangely spring-like, but in the North a low steel-grey cloud was low on the horizon. In the afternoon a cold wind sprung up and soon the clouds came rolling like billows of an angry sea.

The children, panic stricken, would have gone at once, but the teacher knew what demons of air were unloosed and forbid their risking almost certain death

#### Books Received

BETTER ROADS FOR MISSOURI.—A pamphlet of 36 pages explaining and advising the use of the road drag has recently been issued in the form of Bulletin No. 10 by the Missouri State Board of Agri., Geo. B. Ellis, Secy., Columbia, Mo.



on the trackless prairie. The air became filled with snow that was driven into the face like a hail of icy bullets, and no one could face it and see the way.

The short evening was succeeded by a wild night, made more terrible by the absence of light and the scarcity of fuel. Cold, hungry and afraid, the children huddled near the little stove and tried to sing with the teacher to keep up their courage.

Morning came, but not the ending of the storm. Wilder roared the wind, and higher piled the drifts. No fuel was left and seats and books were burned to keep a little heat in their chilled bodies.

It was plain that before another morning they would freeze unless relief came, for the school house was only built for summer use and snow drifted through many crevices and piled in heaps away from the stove. There was little prospect of any parent reaching the building during the storm, and without help the end seemed near.

Then the teacher and pupils joined in a prayer, and after breaking up the desk and blackboard and telling them to use his little case of books if needed for fuel, he started for his house, the nearest one to the school house.

With the wind to his back he kept his course and finally reached the wire fence of his barn yard and from that, the house. A huge fire soon warmed his chilled blood and he ate heartily for he knew the peril of his return and needed strength. His team was fed and heavily blanketed while he loaded his wagon with food, bedding and fuel. His team was then hitched to the load and blindfolded so that they could face the driving snow.

Leading them as best he could, he dug a way through the drifts and struggled on, facing the storm but unable to see his eyes.

Feeling that he had gone too far, he turned back and just when all sensation of cold was gone and he stopped to sink into the long sleep, he heard the faint tones of a Norse hymn. It was the children singing to their God in hopeless despair, and guided by the sound he reached the door.

Food and a good fire soon revived the famished and freezing little ones, many of them sinking into restful sleep in the soft bedding which he had spread near the stove. Even the horses were led in and stabled in one corner of the room.

The teacher discovered that his feet and the hand that had held the line to his team were so badly frozen that the usual rubbing with snow gave no return of circulation.

Before morning the storm ceased and half crazed parents came at daylight from all directions to the school and were overjoyed to find their children safe. Two men, alas, tried to reach them in the storm and both were found miles away in their tombs of snow.

Oleson was taken to the railroad and placed in the doctor's care, but nothing could save his feet and hand. Ten years he taught in that little school and saw the little ones he saved grow into strong young men and women.

When he built an elevator and began to buy grain, the grateful community rewarded him with a prosperous business, knowing that the "Good Teacher" would always treat them fairly.

The young man who told me this story was one of the pupils who saw the last of the teacher's books burning in the

school house stove as the wagon reached the door.

Noble Norwegian Hero! there is no crown on thy brow; but that little realm of grateful hearts thou rulest, an Uncrowned King!

## Meeting of American Seed Trade Association.

The opening session of the 24th annual convention of the American Seed Trade Ass'n was called to order in the Boody house at Toledo, O., on Tuesday, June 20, by Pres. W. H. Grenell of Pierrepont Manor, N. Y.

Mayor Whitlock welcomed the members.

Reading of reports of the various committees occupied the remainder of the morning session.

W. H. Grenell recommended that a bureau of seed registration be established by the Ass'n to record the many kinds of seeds, and that a book be published on the different varieties.

An executive session was held at 2 p. m. on the floor of the Produce Exchange.

In the evening the delegates were taken for a moonlight ride on the steamer Greyhound. Music, dancing and an informal program whiled away the hours. Refreshments were served. About 500 made the trip.

On the second day, June 27, Prof. W. W. Tracy, of the U. S. Dept. of Agri., spoke on the "Varietal Description of Garden Vegetables."

J. C. McCullough spoke on seed adulteration and advocated the imposition of a high tariff on seed imported from Germany.

W. S. Powell, of Boston, made a report on the bureau of credit of the Wholesale Seedsmen's League.

F. W. Bolgiano in his report on tariffs and customs recommended the establishment of a parcels post by the U. S. government.

C. E. Mendel read a paper on co-operative publicity thru the press dept. of the national council of horticulture, and the Ass'n voted \$200 to keep up the publicity work.

Finley Acker made an address on "Modern Retail Conditions."

Pleasure scheduled for Wednesday included the entertainment of the ladies at the Casino and the men at the ball game. That evening the annual banquet was held at the Zenobia, with William H. Morehouse of the Toledo Produce Exchange, as toastmaster. Plates were laid for 250, and a mandolin club furnished the music. For Thursday evening a section of the orchestra of the Farm theater was reserved for the seed dealers.

The convention closed the third day of a most successful meeting by electing the following officers for the ensuing year: Pres., Henry W. Wood, Richmond, Va.; 1st vice-pres., C. S. Burge, Toledo, O.; 2nd vice-pres., E. B. McVay, Birmingham, Ala.; sec.-treas., C. A. Kendall, Cleveland, O.; asst. sec., J. H. Ford, Ravenna, O.

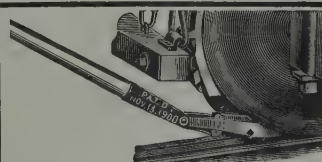
English farmers' deliveries of wheat for the past week are the smallest ever reported.

The arbitration committee of the Grain Dealers National Ass'n will be composed of the same members this year as last, namely, W. T. McCray, A. Gerstenberg and C. B. Jenkins. The additional members to take care of the feed interests have not yet been decided.

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Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

## Purifying Grain

Has Come to Stay.

Our best grain handlers recognize this fact, and are preparing themselves for the inevitable by installing our

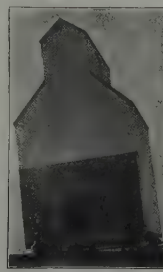
## PURIFYING SYSTEM

and thus fortifying themselves against competition and picking the plums the other fellow cannot reach. There are too many stained outs in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

## Caldwell & Barr

Earl Park, Indiana.

NOTE.—We have been granted and now own four U. S. Letters Patents covering the art and mechanism for purifying grain. Unauthorized parties who do not own any patents, and who have no license to operate under any patents, are endeavoring to construct and sell purifying or bleaching plants. Elevator owners, in order to protect themselves, should compel such unauthorized parties to give them a thoroughly good and responsible indemnifying bond against costs of infringement suits and damages, as we shall institute infringement proceedings against elevator owners in every case where our patents are infringed.



## Elevator Mover

Elevators and other large buildings moved from one location to another.

Work guaranteed.

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**D. S. NELSON, Larimore, N. D.**

## Annual Meeting National Hay Association.

The thirteenth annual convention of the National Hay Assn. was held at Put-in-Bay, Lake Erie, and was the best attended meeting ever held by the assn.

Pres. F. D. Voris called the meeting to order at 10 a. m., July 3, and after the invocation, A. E. Clutter gave an address of welcome on behalf of the Ohio shippers, which was responded to on behalf of the assn. by E. A. Dillenbeck.

The minutes of the 1905 convention were not read as printed copies had been distributed to all members.

After the appointment of the various committees by the President, the meeting adjourned until afternoon.

### Tuesday Afternoon Session.

The afternoon session was opened by the reading of the report of the Committee on Legislation by its chairman, W. L. Fain, Geo. S. Bridge read the report of the committee on standard bales.

The report of the Committee on Cipher Codes which was read by J. L. Johnston showed that the sale of the code had increased very largely during the past year and that the committee was trying to have the Chicago Board of Trade adopt officially the use of the Hay and Grain Code. It showed that only about one-half of the members used the code, and urged its general adoption by all members.

The report of the Committee on Quotations, which was read by C. J. Austin of New York, suggested that the hay receivers send out reports and quotations that would be authentic, and be a fair index as to what actual condition would indicate. It was thought that this would protect the shippers against wild quotations. He warned the dealers to look out for them, and if they were in doubts as to who were quoting them, to ask the secretary of the assn.

J. W. McCord of Columbus, read the report of the general counsel, J. B. Daish.

After discussion the meeting adjourned to 8 p. m.

The report of the Committee on Interstate Commerce by Chas. England, chairman, is of much interest to the grain shippers and is as follows:

#### Bill of Lading Legislation.

Having been duly appointed by your President to represent this Ass'n in the matter of legislation by Congress regarding Bills of Lading, and also acting jointly therefor as representing the Grain Dealers National Ass'n, I beg to report.

On February 28th, 1906, Representative Townsend of Michigan introduced in Congress a Bill relating to Bills of Lading issued by carriers for the interstate transportation of property, and to certain obligations, duties and rights in connection therewith.

This Bill was introduced at the suggestion of the American Bankers Ass'n, which at its annual meeting in 1905, adopted a resolution appointing a special committee with the idea of securing a negotiable Bill of Lading which would be a proper document for bankers to accept as collateral. The Bill offered by Mr. Townsend, and known as the Bankers Bill, embodied the following features:

- 1—The issuance of order bills in which the words "order of" shall be printed.
- 2—To provide for full negotiability.
- 3—To prevent any alteration from interfering with enforcement of bill according to its original tenor.
- 4—To relieve banks handling such documents from undertaking any responsibility as to quantity or quality of goods.
- 5—To keep valid a bill until its actual surrender and cancellation by the carrier.
- 6—To hold carriers responsible for the acts of their agents in issuing bills of lading.

Broadly speaking, this Bill met the favor of the business interests generally, but

did not contain all the features considered essential from the standpoint of the shipper or owner of the property transported. But inasmuch as its features were desirable, acting under instructions from your President, I attended the hearing by the Committee on Interstate and Foreign Commerce in regard thereto. There was present at this hearing a Committee from the American Bankers Ass'n, also a strong delegation, both in number and influence, representing the carriers in opposition to it. Your representative and a delegate from the Baltimore Chamber of Commerce were the only representatives of the business interests of this country, notwith-

11—That "order" bill of lading shall be conclusive evidence in the hands of a bona fide holders that all goods mentioned therein have been delivered to and received by the carrier.

12—Giving to the shipper the right to route his freight.

13—The bill to be in such forms that the shipper will not be called upon to assent to the reasonableness of the rate charged.

14—That upon the loss or damage to the property any one or all of the carriers shall be held liable for such loss or damage.

15—That no charge be made for issuing bills of lading.



P. E. Goodrich, Winchester, Ind.  
Relected Sec'y-Treas. of National Hay Ass'n.

standing the important and general character of the proposed legislation.

In advocating the enactment of the Bankers Bill, your representative contended that Congress in legislating about this matter ought to legislate fully, otherwise it might nullify the laws of the various states upon the subject, and suggested in behalf of the National Hay Ass'n that Congress enact a complete code upon the subject, and that it contain at least the following:

- 1—That "order" bills of lading be properly safeguarded to prevent forgery.
- 2—That the bill of lading be uniform and provide for all interstate shipments.

3—That it contain well defined and clear conditions, which shall not, however, permit the carrier to exempt itself from the loss or damage arising from its own negligence or that of its officers, agents and employees.

- 4—That the shipper be allowed to demand a bill of lading and an "order" bill of lading.

5—That an order bill of lading shall be taken up before the property is delivered; but, that in the event of partial delivery such delivery shall be endorsed thereon.

6—That the consignee shall have the right to inspect the goods without the surrender of the bill of lading.

7—That "order" bills of lading shall be negotiable instruments and muniments of title.

8—"Order" bills of lading shall vest in each and every bona fide holder for value unaffected by any prior equities, unless he have notice.

9—If an order bill of lading contain the name of the party to be notified, such words shall not be construed as to charge any bona fide holder with notice of equities of such notify party.

10—That a bill of lading shall have been issued when it shall have been delivered out of the hands of the carriers or its agents.

16—Provisions be made for the punishment of parties who fail to surrender order bills of lading, who refuse to issue same, who refuse to allow shipper to route freight.

17—Live stock, from the inherent nature of it, to damage to be shipped "released" in much the same way as now.

18—Special bills of lading for explosives.

19—That there be but one class of "service."

This Bill still remains in the Committee, and if favorable action is desired it can only be obtained by an effort on the part of the business interests generally, as it appears that the bankers have, for the time being, lost interest in their own measure.

While the rate bill was under consideration by the United States Senate, Senator Carmack offered an amendment relating to liability of carriers for loss or damage, providing that any common carrier, railroad or transportation company receiving property for transportation from a point in one State to a point in another State shall issue a receipt or bill of lading therefor and shall be liable to the lawful holder thereof for any loss, damage, or injury to such property caused by it or by any common carrier, railroad, or transportation company to which such property may be delivered or over whose line or lines such property may pass, and no contract, receipt, rule, or regulation shall exempt such common carrier, railroad, or transportation company from the liability herein imposed. Provided, that nothing in this section shall deprive any holder of such receipt or bill of lading of any remedy or right of action which he has under existing law.

This amendment practically prevents the carriers from limiting their common law liability, and covers one of the most important points contended for by this Ass'n when demanding an improvement in



the existing forms of Bills of Lading. Your representative, therefore, promptly conferred with the Conference Committee of the Senate and House, composed of Senators Elkins, Cullom and Tillman, and on part of the House Representatives Hepburn, Sherman and Richardson. This amendment was adopted by the Conference Committee, and therefore becomes a law with the passage of the Rate Bill, and at least one vital point has been secured thereby.

C. S. Bash of Ft. Wayne, of the Committee on Demurrage, said: When we first went to Indianapolis we got kicked out of the Senate and House of Representatives, but we were persistent and finally got what we were after. The railway commission in Indiana is doing a wonderful work. The railways have the most systematic organization of any corporations in the world, the only way we can get what we want and what is right and fair is to stand together. The railroads ask each other twenty cents per day per car for demurrage. I know of a shipper who allowed cars to collect and tendered the railroad twenty cents per day, which was finally accepted, as the railroads do not have to do the work of loading and unloading grain and hay, it is no wonder they get rich. It is unjust to have to load the cars for them and if we make a reasonable demand for relief we will get it.

Mr. Fain of Georgia said his state had good demurrage laws, and that he collected fifteen days demurrage charges on account of the railroads failure to deliver cars to his sidetrack.

J. W. McCord: Car service as it is at present is wrong, we want something that will adjust itself to all lines of business. Ohio will appoint a state railroad commission within the next ten days, and we hope soon to get some relief.

The report of the Committee on Statistics by S. T. Beveridge of Richmond, Va., was very interesting, it showed that the acreage of hay had decreased while the tonnage increased.

An invitation was read from Norfolk, Va., urging that the next convention be held at the Jamestown Exposition.

A vote of thanks was extended to H. L. Goemann for furnishing the market reports.

## Wednesday Session.

Fourth of July morning session was called to order and Secy. Goodrich read his financial report which showed cash balance last year to be \$2,035.35, receipts during year \$4,163.48, disbursements \$4,194.06, leaving a balance of \$2,004.77 in the treasurer's hands. In his secretary's report he showed that the association had gained in membership during the past year and now had a total of 792 members.

Mr. Timmons, of Ohio, moved that a flag be secured and placed in the meeting hall.

Not a very loyal American running that hotel.

After the reports of other committees, the Ass'n adjourned to Thursday morning.

The rest of the day was given over to rest and recreation.

## Thursday Morning Session.

The last session was called to order at 9 a. m. Thursday.

The reports of the state vice-presidents were listened to and accepted.

A set of trade rules were read and adopted section by section, and many of them were practically identical with the trade rules of the Grain Dealers National Ass'n.

E. M. Wasmuth, Roanoke, Ind., read

the report of the Committee on Arbitration and Investigation. During the past year this committee had twelve cases for arbitration. This report was adopted.

A bulletin was then read from the Senate committee commanding all hay dealers to remain on Put-in-Bay Island until Saturday and attend all sessions of the Ohio grain dealers meeting.

The Auditing Committee reported that they found the Secy-Treasurer's report correct.

The Chief Hay Inspectors in attendance at the meeting held a meeting and made a report, which was adopted. One of the suggestions made was that in the loading of cars the ends of the bales should show at one door and the sides at the other.

H. S. Grimes, chairman of the Committee on Resolutions, presented a number of resolutions which were adopted, and a resume of which are as follows:

A Resolution of condolence on the deaths of C. E. Pride, W. O. Hallock, J. B. Carscallen and Robt. Thorne.

Resolutions requesting railroads to furnish suitable storage at terminals, to get a ruling on car service, demurrage and reciprocal demurrage and the use of larger cars for hay.

Resolution of thanks to E. P. Bacon. Resolution commending Pres. Roosevelt and Congress for adoption of Hepburn Rate bill.

Resolution to get laws leading to passage of 2c per mile passenger fare.

Resolution to have a hay and grain joint committee, three from each national association to consider such things as may come up before it of mutual interest and thus avoid a double expense when a single expense will accomplish the desired purpose.

Resolution to get postal card vote on time and place of holding next meeting.

Resolution of thanks to secy and assistant secy, and to retiring president.

Resolutions indorsing E. W. Seeds for the new railway commission of Ohio.

A vote of thanks of the convention was extended to John B. Daish for his work done free during the past year.

The following were elected officers for the ensuing year: President, E. M. Wasmuth, Roanoke, Ind., 1st Vice-Pres., S. T. Beveridge, Richmond, Va., 2nd Vice-Pres., G. S. Loftus, St. Paul, Minn., Secy-Treas., P. E. Goodrich, Winchester, Ind. Directors, F. D. Voris, Ill.: D. P. Byrne, Mo.; J. F. Costello, Ohio; D. W. Bean, N. Y.; C. E. Noyes, Mich. After the newly elected officers were duly installed the convention adjourned sine die.

## A FEW WISPS OF HAY.

All wore identification cards.

J. A. Manger & Co., of Baltimore, Md., tried to cane every one present.

S. C. Woolman & Co. of Philadelphia gave out a neat ten year calendar.

Every one was gaily bedecked with badges, some of which were very attractive.

The Grain Dealers National Mutual Fire Ins. Co., of Indianapolis was represented by C. A. McCotter.

The ladies were royally entertained by boat rides and card parties, at the card party every lady won a prize.

Automatic scales were well represented. The Richardson by W. E. Smith; the McLeod by Geo. Beyer, and the American Grain Meter by Mr. Varney.

The attendance was 493, divided as follows: from the New England states 70, Eastern states 122, Middle states 327, Western states 11, Southern states 21.

## The Burlington Route

calls attention to manufacturers seeking a new location to its Industrial Department. This department is established for the benefit of manufacturers. Information on the three Rs of manufacturing—Power, Raw Material, Market—can be had by writing



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Industrial Commissioner  
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**CONSULTING CHEMIST**  
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## The New Cyclone 1905 CURES STRANGULATION



## OF POWER

**THE KNICKERBOCKER CO.**

Jackson, Michigan

## Grain Carriers

The senate voted for a lock canal at Panama.

Grain rates are in a worse tangle than for years.

Grading is nearly completed on the 60-miles of the Soo Road west from Flaxton, N. D.

Senator La Follette says every mail brings him additional evidence against the elevator trust.

An extension of the Great Northern is said to be contemplated from O'Neill, Neb., to Deadwood, S. D.

Contracts have been let for the 26-mile extension of the Northwestern from Bonesteel, S. D., to Gregory.

Track is to be laid on the Duluth, St. Cloud, Glencoe & Mankato from Albert Lea, Minn., to Freeborn by Oct. 1.

The Toledo Railway & Terminal Co. has passed under the control of the Lake Shore, the Michigan Central and the Hocking Valley.

The railroad rate regulation bill was passed June 29 and was signed by the President at 11:45 p. m. It will go into effect in 60 days.

The Santa Fe system on July 3 announced a cut of 1¼¢ on grain from any point on its lines, applying also to export shipments to Galveston.

E. E. Clark, of Cedar Rapids, Ia., grand chief of the Order of Railway Conductors, has been appointed a member of the Interstate Commerce Commission.

A bridge across the Niagara River for railway and other traffic is to be built by the recently incorporated Trans-Niagara Bridge Co., capital stock, \$1,000,000.

The conference between traffic officials of gulf and trunk lines is said to have given the former a more advantageous differential than ever before on export grain.

The largest cargo of wheat received at Montreal, Que., was discharged July 6 by the steamer Haddington. The cargo consisted of 75,200 bus., from Fort William.

Illegal car discrimination by the Pennsylvania R. R. against Chas. L. Greek, a contractor of Altoona, Pa., resulted in a judgment against the road for \$40,000 damages.

The elevation allowance of 1¼¢ per 100 lbs. made by the Union Pacific to one elevator company at Council Bluffs, will henceforth be made to all elevators on the Missouri River, it is said.

A ship canal to connect Delaware and Chesapeake bays is not favored by Baltimore. Grain dealers believe the canal as proposed by congress will turn away the bay trade that now comes to Baltimore.

Terminal facilities at Buffalo will be improved by the construction of a connecting line, extending around the city 36 miles, for which contracts are about to be let by the Buffalo, Lake Erie & Niagara.

The Frisco system is about to build a line from Oklahoma City to Hewitt, Ind. Ter., where connection will be made with the new line under construction from Ardmore, I. T., thru Hewitt to Waurika.

The International Waterways Commission which recently was in session at Buffalo has adjourned to meet July 24 at Toronto, Ont.

Grain rates thru Kansas City have been readjusted by the St. Louis & San Francisco Railroad, permitting the reconignment of grain from Nebraska territory south of the main line of the Union Pacific to Memphis and the southeast at a thru rate as low as that via Omaha, effective July 1.

The deep waterway committee of the Chicago Commercial Ass'n, after investigating the condition of the Illinois River, on July 6 recommended that the government be asked to construct the deep waterway to the Gulf, which is declared to be perfectly feasible at an expense of \$27,000,000.

The Great Northern survey from Bert-hold runs within three miles of Kenmare, Baden and Donnybrook, N. D., which is a fine wheat belt. The company now is contracting for right of way, and has fine locations for elevators. The Soo Road lies in the valley, where very little grain is raised, consequently the G. N. will get the bulk of the trade.—B. A. Enochson, secy. Farmers Elevator Co., Kenmare, N. D.

Changes in grain rates effective July 5 have been made by the Rock Island as follows: From Missouri River points, proportional rates from beyond, to Chicago, wheat 10¾¢ per hundred, corn 9¼¢. Missouri and Iowa points intermediate with southwest Missouri River points, wheat, 15¼¢, corn 13¼¢. No allowance will be made for transfer or elevation. Similar reductions have been made by the St. Paul, the Alton and the Illinois Central.

The Chicago Great Western has cut the grain rate from the Missouri River to Chicago by the amount of the elevation allowance, 1¼¢. Other roads decided to cancel the allowance July 29. Later on account of the Great Western cut the Chicago & Northwestern reduced its rates from Iowa points as far east as Cedar Rapids. The rate from Council Bluffs and Omaha is reduced from 16.5 to 17.75 on wheat and from 15.5 to 14.75 on corn, oats, rye and barley. The proportional rates also were reduced to meet the Great Western cut and are effective July 2.

The practice of holding cars at West Albany, N. Y., has been discontinued by the Boston & Albany R. R. Effective July 2, 1906, the Boston & Albany Railroad will hold cars of grain, flour and grain products at Rensselaer, N. Y., for change of destination under the following conditions: Cars will be held to exceed 6 days at a charge of 25 cents per car per day or part thereof. This period includes Sundays and legal holidays. If cars are not ordered forward at the expiration of 6 days, a charge of \$1 per car per day, exclusive of Sundays and legal holidays, will be made for each day or part thereof until ordered forward. Time will be computed from the hour of arrival at Rensselaer until receipt of forwarding orders by the agent at that point.

The St. Louis Hay & Grain Co., of St. Louis, Mo., has won a victory over the Southern Ry. in its suit to recover \$1 excessive freight charges on cars of hay reconsigned from East St. Louis south. The rate in question was 4 cents per 100 pounds greater than the rate from Ohio River points. At the same time the Southern Railway charged only 2 cents per 100 pounds above the rate from Ohio

river points to southeastern destinations when the hay was not unloaded at the warehouses in East St. Louis, regardless of whether the hay was shipped locally to East St. Louis, or through-billed from the point of origin to the point of destination, or of provisions in the published tariffs concerning through billing. The Interstate Commerce commission found that the average expense to the carrier on reconsigned hay which has been unloaded in East St. Louis is only about 1 cent per 100 pounds greater than where the hay is reconsigned or forwarded without unloading and reloading. It appeared that the hay not unloaded by the shipper is sometimes transferred from one car to another at the expense of the carrier. No additional charge for unloading by the shipper and reconsigning is made at Ohio River points. The reparation awarded by the Commission was at the rate of 1 cent per 100 pounds. Judge Wright of the Federal Court reaffirmed the decision of the Commission, thus disposing of the reconsigning charges on all hay.

### His Last Demurrage.

"Who are you," the devil asked, as a man rapped at the gate, "Oh, I'm a railroad man," he said. "Please open, I cannot wait."

"Why do you long to be within this place of groans and tears?" The man's frame shook with anguish, and his ashen face showed fear.

He said, "On earth I had no peace, my life was full of jars. I lied to all the grain men because they wanted cars."

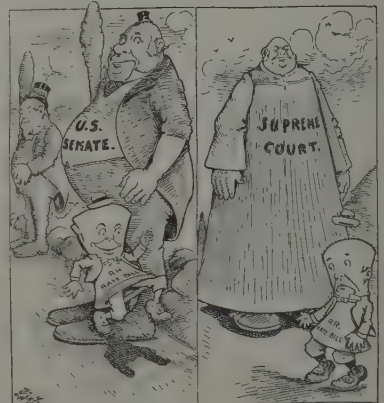
The devil said, "Go away, poor man, this is no place for you. The hold is full of grain men, waiting to put you through."

They've got a cast iron freight car, well heated through and through. They've held it now so very long, the demurrage is up to you."

—Erie R. R. Employee's Magazine.

In other years when farmers have hauled wheat back home because dissatisfied with the market they have had to accept less later.

### Rate Bill in Ogre Land.



After 70 Days Wait before the Senate Giant, Rate Bill was allowed to Pass and went joyously on his way.

But at the next Turn in the Road there loomed up before him a new Giant, bigger than any yet encountered—Poor Rate Bill. —Minneapolis Journal.



## Seeds

The prospect for the clover seed crop is now very good.—J. W. Hull, Saline, Mich.

Trade in timothy seed futures at Chicago has quieted down compared with two weeks ago.

Work is progressing on the large warehouse being erected by the Barteldes Seed Co. at Denver, Colo. The building is to be 5 stories high, 50x125 ft. and is to cost \$75,000.

Samples of the new crop of clover seed were shown on the Toledo Produce Exchange July 7. The color was good, but the grade was No. 2 on account of fine cut seed and weed mixed.

Receipts of flaxseed at Chicago for June amounted to 222,951 bus.; against 126,100 bus. for June, 1905. Shipments were 44,900 bus.; against 10,500 bus. for June, last year, according to the inspection report.

Calls on timothy seed and flaxseed were inaugurated July 9 by the Chicago Board of Trade to establish an official market for these seeds to arrive. One call is held at 11:30 and the other at 1 p. m.

The Ohio Dept. of Agri. estimates the damage to clover by the white grub at 3 per cent. Owing to the long continued drouth timothy and meadows show a low average condition, being reported respectively at 72 and 83 per cent. on July 1.

Co-operation in the work of raising the standard of the seed crops of Ohio has been arranged between the Ohio Grain Dealers Ass'n and the Ohio Experiment Station, by Director Thorne. The Ass'n will distribute the literature of the Station and will aid in the selection of seed.

James E. Templeton of Chicago has suggested that a company be formed with \$250,000 capital to be known as the Roosevelt Seed Warehousing & Storage Co. to give the seed trade a square deal. No one is to be permitted to hold more than \$5,000 of stock. Mr. Templeton alleges that the seed trade at Chicago has drifted into the control of too few, destroying the business of the old time receivers.

The campaign made by the seed special for clean seed wheat has, I believe, contributed in no small degree to the freedom from weeds, and has also had good results of other kinds. The investment in the seed special was a good one and the money was wisely expended. The wheat this year is much more free from weeds than I have ever seen it.—F. W. Peters, Asst. Traffic Mgr. Canadian Pacific Ry.

Lack of rain during April and a cold May have sealed the doom of the first crop of clover, which is actually wasting away on lighter soils, and in many places is only about half its normal height and thickness. As a matter of fact it would be better in some instances to turn the sheep into it, and trust to get an average second crop. The effect on our market is to make clovers strong at 2s per ton advance.—London Corn Circular.

Chicago received during the week ending July 7 340,500 lbs. timothy seed, 100 lbs. clover seed, 372,000 lbs. other grass seed and 14,500 lbs. flaxseed; compared with 82,200 lbs. timothy seed, 3,120 lbs.

clover seed, 5,800 lbs. other grass seed, and 9,300 bus. flaxseed, during the corresponding week a year ago. Shipments from Chicago for the week have been 60,000 lbs. timothy seed, 5,820 lbs. clover seed 233,000 lbs. other grass seed, and 800 bus. flaxseed; compared with 10,600 lbs. timothy seed, 900 lbs. clover seed, 11,000 lbs. other grass seed and 650 bus. flaxseed for the corresponding week a year ago.

A seed dealer of Hamburg, Germany, writes C. A. King & Co.: The surplus of red clover carried over in Europe is small. Russia, which in the spring promised to have considerable, has not appeared with any large offerings. They always need money and would be offering if they had much. The country carrying over much is France. They have some from last crop and the crop before, but it is mostly brown and discolored, qualities that are unfit for export and which will find a market only for home trade. Last season was a profitable one. The bitter experiences of the season before made dealers cautious. Growing crop, which came well through the mild winter weather has been ideal.

The Canadian Seed Growers Ass'n held its third annual convention at Ottawa, Ont., June 27 and 28. Professor Jas. W. Robertson presided. A report of the work done during the past year was read by L. H. Newman, secy.-treas. Other speakers were Geo. H. Clark, seed commissioner; Mr. Broderick, representing the Maritime Provinces; J. W. Cote of Quebec, Mr. McKillican, representing Alberta and British Columbia; Sydney Fisher, Minister of Agri.; W. R. Motherwell, of Saskatchewan; Professor Chalcourt, Guelph, Ont.; C. E. Sanders, cereal experimentalist; Professor F. T. Shutt; John Buchanan; G. T. MacMahon; Prof. L. S. Klinken; Geo. Robertson, of St. Catharines, and W. S. Smith, of Toronto, Ont.

"The total yield of wheat in Pennsylvania in 1903 was 26,038,000 bushels; the estimated yield for 1904 is 20,000,000 bushels. This shows a loss for this year compared with last of 6,038,000 bushels. We might name you a number of supposed causes for this shortage, and show you that each county had its own particular trouble, but one fact stands out very prominently and applies to almost every wheat growing county in the State, and the correspondence referred to will show that farmers are extremely careless in selecting seed; and just so long as they continue to select seed in this haphazard way, they must take their chances in getting a crop. I hope the time may come when we shall not hear of 'Fair,' 'Prime,' 'Choice' or 'Fancy' seed, but will read pure and permissible seed true to its kind, 60, 70, 80, 90 per cent. or what ever percentage of good seed the sample is expected to contain. If fertilizers and numberless foods can be sold upon their analysis, why should not seeds of all kinds be subject to the same conditions?"

John H. Crittenden of Milwaukee in commenting upon the gradual decline of the speculative grain market, states: "It is my opinion that the days of grain trading in future—the speculator's market, as it is known—is fast passing away, and the indications point to its final abandonment, to be superseded entirely by the cash grain market."

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SAMPLE ENVELOPES?  
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SECURITY ENVELOPE CO.  
MINNEAPOLIS, MINN.**



**The Minster Machine  
Company, Minster, Ohio**

Mfgs. of the Minster  
Friction Clutch Pulley;  
Friction Cut Off Couplings;  
Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.



**Cover's Dust Protector**

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**

124 Perley St., South Bend, Ind.

**SEAL YOUR SHIPMENTS  
SECURITY SEALS ARE SELF-LOCKING**



No instrument needed. Adapted for any kind of car door. Tampering cannot be concealed. Fastening quick and certain. Your own name and number on face. Selling everywhere.

**SECURITY SEAL CO., St. Louis, Mo.**

**When in Trouble**

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EXPERT ADVICE and ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

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Consulting and Auditing Expert  
Grain, Stocks, Cotton, Investments

## Supply Trade

The constant drop of water  
Wears away the hardest stone;  
The constant gnaw of Towser  
Masticates the toughest bone.  
The constant cooling lover  
Carries away the blushing maid—  
The constant advertiser  
Is the one who gets the trade.

The successful advertiser is the one whose advertisements read, "I am talking to you, personally, Mr. Reader."

The Smart Bag Co. has acquired the business of the John Dick Co., including factories at Toronto, Ont., and Winnipeg, Man. A factory will be built at Montreal.

The B. S. Constant Co., of Bloomington, Ill., is enjoying a good trade in its specialties, and has added more machinery to enable it to turn out orders more promptly.

D. D. and J. C. Bowsher have bot a 2-acre lot with brick building, 60x200 ft., and other structures, next to the plant of the N. P. Bowsher Co., at South Bend, Ind.

The McLeod Automatic Scale Co., Peru, Ill., has bought the patent rights and good will in the platform scales and gasoline engines formerly made by Chas. Brunner, of Peru, and will market them under the names of the McLeod Platform Scale and the McLeod Horizontal Gasoline Engine.

The Avery Scale Co., which was recently organized at Milwaukee, Wis., will have its extensive shops completed about July 15. It is a branch of an old English firm manufacturing automatic weighing machines. Chas. J. Simeon of Birmingham, Eng., is secy. and treas. of the American corporation and has charge of the new shops.

The Witte Iron Works Co. has issued a new catalog of the Witte Engines of 2 to 40 h.p. for gas, gasoline, alcohol or distillate. The engravings in this 40-page book illustrating the parts of the engine are exceptionally well executed. A copy of the catalog will be sent to any reader of the Grain Dealers Journal on application to the company.

The Northern Construction Co. has been incorporated at Winnipeg, Man., to build elevators, mills and factories. The capital stock is \$150,000; and the incorporators are E. S. Estlin, Griffin W. Jones, John J. Borebank, William Ramage and John Russell Higgins. The company has the Canadian rights to the S. H. Trommhauser patents.

As the present equipment of the Foos Gas Engine Co. is not sufficient to turn out enuf engines to meet the increasing demand, it has just purchased \$20,000 worth of machine tools, consisting of lathes, planers, boring mills, drill presses and grinders. It is the largest exclusive gas engine builder in the world and has made a steady gain since 1887. It manufactures high grade gas and gasoline engines in all sizes and types and with this additional equipment expects to make prompt delivery of all orders.

The Marseilles Mfg. Co., of Marseilles, Ill., found that the labor union rules under which its shops have long been operated were too burdensome, and this spring

closed the factory. For two months the plant has stood idle. In the meantime a force of skilled mechanics who owe no allegiance to agitators has been gathered together, and the works now have been reopened to care for an accumulation of orders that is keeping every department running full blast as an open shop.

### Lining for Leaky Cars.

Loss of grain by leakage from the car in transit is very difficult to prevent with the most careful cooping of the bad order cars that are sometimes furnished shippers. Many grain dealers have looked for a quick and easy method of stopping up the probable leaks before the car leaves their elevator. It is believed that the paper car liner invented and manufactured by Fred W. Kennedy and illustrated in the engraving herewith fills this want.

This liner is made of very heavy pulp paper and is reinforced at the points of most pressure, at the ends and along the edges and corners, by being doubled and securely glued. The material to line one car is made in four sections, each section being 19 ft. in length, 54 inches high and 54 inches wide. It is interchangeable and adjustable and as supplied is made to fit a car 36 ft. long, but a shorter car can be equipped by overlapping. Liners for longer cars are furnished on special order. The cost of the liner is moderate; and, since not all cars need be lined, the average expense of protecting shipments is reasonable.

No tools are needed in putting on the liner. It is fastened to the ends and sides of the car with large tin-head caps which are furnished with the liner.

### A New Grain Drier.

For a long time an urgent demand has existed among country elevator men for a low priced drier which would cost but little to erect and put in operation. Drier manufacturers have studied the problem and have practically given it up, for the least expenditure which would put into operation a drier having a capacity of a carload daily has always approximated \$1,500 to \$2,000, after paying for brick housing, etc.

The Hess Warming and Ventilating Co. announces that it has designed a new Hess Drier especially to meet this demand, which has been named the "Ideal" drier. This drier is constructed in conformity with insurance regulations, entirely of metal, and is on the general plan of the well known Hess Pneumatic Grain Drier, which is used so extensively in large terminal and export elevators.

The new drier is fully housed and covered with galvanized steel, and may set on the open ground without any housing or other protection from the weather. It is prepared in sections which may be put together in a few hours by the ordinary help engaged about the elevator.

The Company guarantees its capacity and offers this machine at a price which is well within the reach of any country elevator proprietor, viz., \$500, f. o. b. Chicago, including fan and steam coils. The expense of erecting and putting the machine into use is slight, a belt to drive the fan, and steam pipes to the coils being all that is necessary, aside from the spouts or conveyors required to take the grain to and from the drier.

There is no doubt that this machine will be welcomed by the country grain trade, whose demand for such a machine heretofore has not been supplied.

### New President of Pittsburg Grain and Flour Exchange.

John Dickson, who was recently chosen president of the Grain & Flour Exchange of Pittsburg, Pa., served the previous year as its vice-president and has given considerable time and attention to Exchange matters.

Mr. Dickson's connection with the grain trade began in the fall of 1898, when he became associated with Philip Geidel, Jr., who at that time was the successor of the



John Dickson, Pittsburg, Pa.  
New Pres. Grain & Flour Exchange.

old firm of E. B. Mahood. He is now the junior partner of the firm of Geidel & Dickson, which was formed in 1900, and has become one of the leaders in the grain and hay trade.

After receiving a common school education, Mr. Dickson was graduated from a preparatory college and later took a three years' course at the University of Pennsylvania. He has traveled extensively in the west and is well known to dealers in grain and hay. He is a firm believer in the motto of our President, "A square deal to all." Altho now only 32 years of age, Mr. Dickson's numerous friends are confident that his administration of the office of president will maintain its present high standard. A portrait of Mr. Dickson is reproduced in the engraving herewith.

Wheat now is selling at such comparatively low prices that the American Society of Equity, or believers in dollar wheat, must feel like the old woman try to sweep back the ocean with a broom.

P. B. Smith of Minneapolis, who recently returned from a tour thru Japan and China, says: Within a few years, I shud say 10 at the most, I really believe that Manchuria will be raising sufficient wheat to supply that entire trade, yes, even including Japan. They will, beyond doubt, be able to manufacture a very large percentage of the flour used there. Manchuria is in the same latitude as the middle western states and is equal in area to Minnesota and the Dakotas. There is no reason why within a few years they should not be raising from 250,000,000 to 300,000,000 bus. of grain, and when they do that it seems to me that they will be nearly self supporting, so far as flour is concerned.



# **“THE IDEAL”**

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## **A NEW HESS DRIER**

**For the Country Elevator**

---

The “Ideal” drier is a new design of the Hess Pneumatic Drier—modified and adapted to the needs of country elevators. It is constructed entirely of steel and cast iron. Fully housed in galvanized covering, and requires no building nor other protection from the weather.

Guaranteed to dry a carload (800 to 1200 bushels) of damp grain daily, and will handle all kinds of grain or seed. Made in one size only, of the capacity stated.

**PRICE, \$500.00,** f. o. b. Chicago, including fan and steam coils. You can't beat this if you wait a hundred years. Blue prints ready.

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## **Hess Warming and Ventilating Co.**

**909 Tacoma Bldg.,**

**Chicago**

## Supreme Court Decisions

**The Measure of Damages** in an action by the purchaser for the seller's failure to perform is the value of the property at the time of the breach, less what plaintiff was to pay, with legal interest.—*Livesley v. Johnston*. Supreme Court of Oregon. 84 Pac. 1044.

**F. O. B.—Carrier Seller's Agent.**—Where goods were bought f. o. b. at a certain place, the carrier became the seller's agent, and there was no sale until delivery at the point of destination.—*Alabama Nat. Bank v. C. C. Parker & Co.* Supreme Court of Alabama. 40 South. 987.

**Carrier Not Liable as Warehouseman.**—In an action against a carrier on Bs/L for negligence as a carrier, no recovery could be had on evidence showing negligence as a warehouseman.—*Gratot Street Warehouse Co. v. St. Louis, A. & T. H. R. Co.* Supreme Court of Illinois. 77 N. E. 675.

**Arbitration Final.**—An award made without fraud or mistake apparent upon its face, in conformity with a general submission, will not be interfered with or set aside for errors of law or fact committed by the arbitrators.—*White Star Min. Co. v. Hultberg*. Supreme Court of Illinois. 77 N. E. 327.

**Wheat Contract—Interest.**—Under a contract for the sale of wheat under which the value became due on demand, interest is recoverable from that time under B. & C. Comp. Sec. 4595, providing for interest on the monies after they became due.—*Savage v. Salem Mills Co.* Supreme Court of Oregon. 85 Pac. 69.

**Sale of Business.**—A contract for the sale of a business, including the good will, with an agreement on the part of the sellers not to re-engage in that business in the same city for three years, is not in restraint of trade, but valid and enforceable.—*Bradford & Carson v. Montgomery*. Supreme Court of Tennessee. 92 S. W. 1104.

**Accounting by Broker.**—Where a broker accepts from a client orders to purchase and sell securities, and receives certain sums to be applied thereon, such a fiduciary relation exists between them as entitles the client to an accounting in equity of the transactions between them.—*Haight v. Haight & Freese Co.* Supreme Court of New York, Appellate Division. 98 N. Y. Supp. 471.

**Surrender of B/L.**—A bona fide pledgee of Bs/L providing for surrender on delivery of the goods is entitled to recover from the carrier in its own name such damages as it sustained by the carrier's wrongful delivery of the goods to the pledgor without requiring a surrender of the bills.—*Chesapeake S. S. Co. v. Merchants Bank*. Court of Appeals of Maryland. 63 Atl. 113.

**Surrender of Bs/L.**—Where Bs/L provided for a delivery to the consignee "or order," and in express terms declared that in such event a surrender of the bills should be required as a condition to delivery, the carrier was guilty of a breach of duty in delivering the goods without requiring a surrender of the bills.—*Merchants Bank v. Baltimore, C. & R. Steamboat Co.* Court of Appeals of Maryland. 63 Atl. 108.

**May Collect Higher Rate.**—A common carrier may exact the regular rate for an interstate shipment, as shown by its printed and published schedules on file with the Interstate Commerce Commission and posted in the stations of such carrier, as required by the interstate commerce act, although a lower rate was quoted by the carrier to the shipper, who shipped under the lower rate so quoted.—*Texas & Pacific Ry.*

*Co. v. Mugg & Dryden*. Supreme Court of the United States. 26 Sup. Ct. Rep. 628.

**Waiver in B/L.**—Where a B/L contains a provision that claims for loss or damage must be made in writing within 30 days, this provision is waived where the railroad company deliberated on a claim made after the expiration of the 30 days, and placed its refusal to pay the claim on the merits.—*Isham v. Erie R. Co.* Supreme Court of New York, Appellate Division. 98 N. Y. Supp. 609.

**Not Up to Sample.**—The burden of proof, ordinarily, in a case for goods sold and delivered is upon the plaintiff; but where the defense is that the goods are not up to sample, the burden shifts from the plaintiff to the defendant, and it becomes the duty of the defendant to satisfy the jury, by a fair preponderance of the evidence, that the goods were not up to sample.—*City Court of New York*.

**Grain Exception to Wisconsin Warehouse Law.**—Under the law of Wisconsin (with a statutory exception with respect to grain), the owner of property can obtain a negotiable warehouse receipt therefor only when it is stored in a public warehouse openly held out as such, and subject to use by all persons on equal terms.—*Security Warehousing Co. v. Hand*. U. S. Circuit Court of Appeals, Seventh Circuit. 143 Fed. 32.

**Mutual Insurance.**—Where a receiver of a mutual fire insurance company sued a member to recover assessments, a fraud perpetrated by the company on a member in inducing him to become such cannot be set up as against the rights of bona fide creditors and later members of the company which had intervened after the date when defendant became a member of the company.—*Van Dyke v. Baker*. Supreme Court of Pennsylvania. 63 Atl. 594.

**Shipowners' Lien.**—The shipowner's right to contribution from the owners of the cargo toward paying expenses incurred in saving the ship and cargo from destruction by perils incident to navigation constitutes a lien on the cargo, which may be enforced by requiring a deposit of money or an average bond from the respective owners of the cargo before their goods are delivered.—*Berry Coal & Coke Co. v. Chicago, P. & St. L. Ry. Co.* St. Louis Court of Appeals, Missouri. 92 S. W. 714.

**Wheat Receipt.**—Where a receipt is issued by a warehouseman and accepted by the owner of goods stored as containing the terms and conditions upon which the commodity is delivered and received, it becomes a contract between the parties, and cannot be contradicted or varied by parol testimony, but where it is silent as to the terms of the contract, or when its language is ambiguous or uncertain, its terms or its meaning may be shown by parol, and it may be interpreted in the light of surrounding circumstances.—*Savage v. Salem Mills Co.* Supreme Court of Oregon. 85 Pac. 69.

**Breach of Contract of Sale.**—In an action for breach of contract of sale for refusal on the part of vendee to accept the goods, where the vendor procures the goods from third parties, the measure of damages is the difference between the cost, at which plaintiff could have procured and delivered the goods at the time and place specified by the contract and the contract price, with interest from the date of the accrual of the action.—*Wittenberg v. Mollyneux*, 80 N. W. 824, 59 Neb. 208, denying the right to interest for breach of contract modified.—*Parkins v. Missouri Pac. Ry. Co.* Supreme Court of Nebraska. 107 N. W. 260.

**Duty to Furnish Cars.**—Where, in an action against a carrier for failure to transport cotton with reasonable dispatch, defendant admitted that it had not provided equipment sufficient for the prompt handling during each recurring market season of the average cotton crop produced under normal conditions, a plea averring that during the market season of 1904-05, when the cotton here question was offered for shipment, there was an extra large crop and that the marketing of it created a

demand for cars and facilities which could not have been foreseen, was immaterial.—*Yazoo & M. V. R. R. Co. v. Blum Co.* Supreme Court of Mississippi. 40 South. 748.

**Landlord's Crop Contract.**—The rights of the landowner under a farm contract like that construed in *McNeal v. Rider*, 81 N. W. 830, 79 Minn. 153, 79 Am. St. Rep. 437, and other similar cases, in so far as the contract vests in him the right to take and dispose of enough of the tenant's share of the crops raised to reimburse him for the tenant's failure to perform the same, are those of a mortgagee; and in an action against a third party for a conversion of the crops, his recovery must be limited, as respects the tenant's share, to the value of the same, not exceeding the cost and expense occasioned by the latter's default in performing the contract.—*Agne v. Skewis-Moen Co.* Supreme Court of Minnesota. 107 N. W. 415.

**Sale or Bailment of Stored Wheat.**—Where wheat was delivered by plaintiff to defendant to be mixed with defendant's consumable stock of wheat, and defendant was given the right to make such use of the wheat as he saw fit and either to sell the same or manufacture it into flour, being liable to pay to plaintiff the market price of the wheat either in money or in other wheat of the same grade and quality, there was a sale of the wheat to defendant and not a mere bailment thereof although the receipts issued by defendant provided for the payment of storage charges and for sacks, and exempted defendant from liability for damages caused by the elements.—*Savage v. Salem Mills Co.* Supreme Court of Oregon. 85 Pac. 69.

**Posting Quotations Does Not Authorize Free Use.**—Where complainant board of trade collected price quotations which it furnished to certain telegraph companies under contract that they would transmit the same only to those who would contract and pay therefor for their own legitimate use and the use of their patrons, the fact that complainant permitted such quotations to be immediately and continuously posted on the boards of another exchange known as the "Open Board of Trade of Chicago," and on other boards of customers to which the public had access, did not constitute such a publication of the quotations as authorized their free use by the public.—*Chicago Board of Trade v. McDermott Commission Co.* U. S. Circuit Court, W. D. Missouri. 143 Fed. 188.

**Who Are Warehousemen—Delivery of Possession—Receipts.**—A bankrupt was a corporation of Wisconsin engaged in operating knitting mills in that state. A so-called warehouse company incorporated in New York and having its principal office there with a branch in Chicago nominally leased certain spaces in the bankrupt's storage rooms at its mills which were inclosed by open palings having gates locked with a padlock having the name of the warehouse company thereon, and such company issued receipts from its Chicago office to the bankrupt for goods of the latter stored therein which receipts were indorsed by the bankrupts and delivered to claimants as collateral security for loans. All expense of inclosing and maintaining such storage rooms was paid by the bankrupt and certain of its employees were appointed custodians by the warehouse company and had the keys to the inclosures. No goods other than those of the bankrupt were stored therein, and there were no signs on the buildings indicating their occupancy as public warehouses, the only signs of such character being on the inside of the inclosures and on the padlocks. It was also shown that employees of the bankrupt from time to time removed and shipped goods from such inclosures and replaced them with others. Held, that such storage did not constitute a warehouse of the goods within the law of Wisconsin, and that the receipts were not warehouse receipts whose transfer carried constructive possession of the goods as against the bankrupt's trustees or general creditors. The placing of goods by the



bankrupt in such spaces, separated in some cases from the surrounding storage room only by the open slatwork and the taking of receipts therefor from the storage company, did not constitute such a change of possession or delivery to such company as to render the transaction valid as a pledge of the goods to the receipt holders.—Security Warehousing Co. v. Hand. U. S. Circuit Court of Appeals, Seventh Circuit. 143 Fed. 32.

**Delivery Without B/L.**—L. Singer of Boston, Mass., shipped a consignment to L. Singer, Springfield, Ill., over the Merchants Despatch, which contracted to deliver without requiring the production of a receipt or B/L. Similar shipments had been made several times a year for six years by L. Singer, intended for one Guraluk. It happened, however, that another L. Singer was in business at Springfield, receiving goods nearly every week addressed to L. Singer, and the carrier by mistake delivered the shipment on which

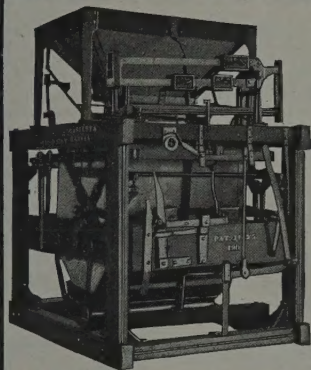
suit was brot, to him. This mistake could not have occurred had it been required that L. Singer, Springfield, shud present B/L. The shipper brot suit and was given judgment against the carrier by the Superior Court of Suffolk County, Mass. On appeal the decision was reversed in favor of the carrier by the Supreme Judicial Court of Massachusetts on the following three grounds: Where goods were consigned to L. S., Springfield, Ill., whether the consignor meant L. S., of Boston, Mass., or L. S., of Springfield, Ill., was not material. A consignor, by accepting a receipt which provided for delivery without requiring the production of a receipt or B/L accepted such provision as part of the contract. A carrier's agent, who delivered goods to one whose name was the same as that of the consignee, was not chargeable with knowledge that the consignor had been sending goods through the same company, for five years, six or seven times a year, addressed in the same way.—77 N. E. 882.

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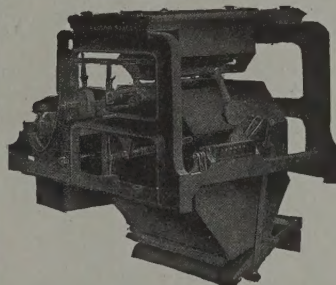
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
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
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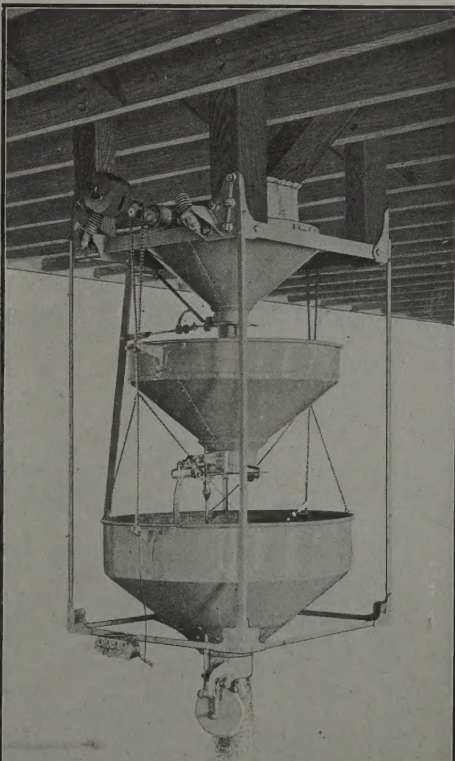
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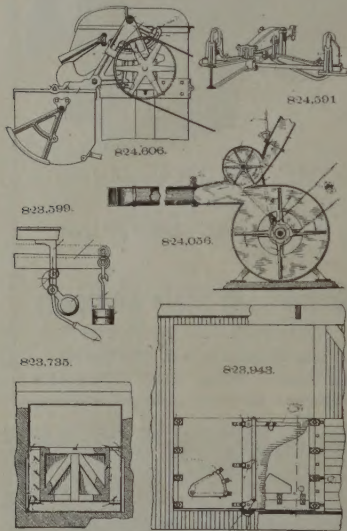
Sparkign Igniter. No. 824,245. Chas. M. Huey, Cleveland, O.

Explosion Engine. No. 824,528. Harvey D. Dibble, Mystic, S. D.

Rotary Explosive Engine. No. 824,559. Henri L. Maillard, Paris, France.

Carburetor for Explosive Engines. No. 823,608. Jean B. D. M. Malezieux, Paris, France.

Blast Regulator for Grain and Seed Cleaners. No. 823,637. Frank J. Prame, Shiloh, O.



Explosive Engine. No. 824,396. Ellis J. Woolf, Minneapolis, Minn., assignor to Woolf Valve Gear Co., Minneapolis.

Lock for Car Doors. No. 823,762. Cyrus M. Carnahan, Sandy Lake, Pa., assignor to Fidelity Title & Trust Co., Pittsburgh.

Governor for Engines. No. 824,564. Peter Mohrdieck, San Francisco, Cal., assignor to Standard Gas Engine Co., San Francisco.

Speed Regulating Attachment for Gas Engines. No. 824,105. Geo. H. Ellis, Chicago, Ill., assignor to International Harvester Co., Chicago.

Grain Door. No. 823,943. (see cut) Wilson S. Gilleland, Newkirk, Okla., assignor of 9-16 to E. M. Markel, Des Moines, Ia. Hinged to the sides of the opening are doors, one having a plurality of catches and the other a plurality of rock levers, the inner end of one of the levers being extended to form a handle.

Grain Door for Cars. No. 823,735. (see cut) Louis J. Mighell, Lake City, Ia. The door has extension plates at its ends slidably connected thereto by means which cause a relative vertical motion between the door and the plates to produce an inward lateral motion of the plates. As the door is lowered to place the plates are caused to rise and project laterally into the slots in the door posts.

Railroad Track Scale. No. 824,591. (see cut) Willis H. Sargent, St. Johnsbury, Vt., assignor to the E. & T. Fairbanks & the main lever and the loop and link hanger is a support comprising posts having sockets at their upper ends, a cross-bar beveled off at each end to fit the sockets and having a shoulder adjacent to the level. The nose iron is horizontally adjustable on the lever and carries a pivot and removable gibs.

Pneumatic Grain Conveyor. No. 824,056. (see cut) James M. Akers, Gays, Ill., assignor to Mattoon Grain Conveyor Co., Mattoon. The conveyor comprises a fan casing having a discharge spout, an auxiliary casing constituting a feeder casing located above and connecting with the discharge spout, a feed spout communicating with the feeder casing and a paddle wheel supported for rotation within and having wings extending to the walls of the feeder casing to prevent the passage of material between the wings and the walls.

Attachment for Automatic Scales. No. 823,599. (see cut) Geo. Hoepner, Sandwich, Ill., assignor to E. & T. Fairbanks Co., St. Johnsbury. In combination with & Co., St. Johnsbury, Vt. At the poise end of the scale beam and acting thruout the whole of the initial weighing movement as an auxiliary to the load in raising the poise end of the beam and serving to prevent the return of the beam to a position of rest, is a bracket, a shaft journaled therein, an arm carried by the shaft having an anti-friction roller resting against the lower edge of the beam, a weighted arm secured to the shaft and tending to rock the latter and raise the arm.

Grain Weigher. No. 824,606. (see cut) Edward J. Vraalstad, Buffalo, N. Y., assignor on 1/2 to Buffalo Pitts Co., Buffalo. Combined with the frame, and the vertically-movable bucket, is a steel yard fulcrumed on the frame and having its short arm supporting the bucket at one side thereof, a right-angular arm secured to the steel yard and also fulcrumed on the frame, the angular arm supporting the bucket at its other side, the long arm of the steel yard being angularly disposed relatively to its short arm and having a graduated quadrant, and an adjustable weight movable over the quadrant and pivoted concentrically to the axis thereof.

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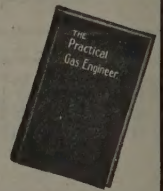
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